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# Hongkong Sunday Herald.

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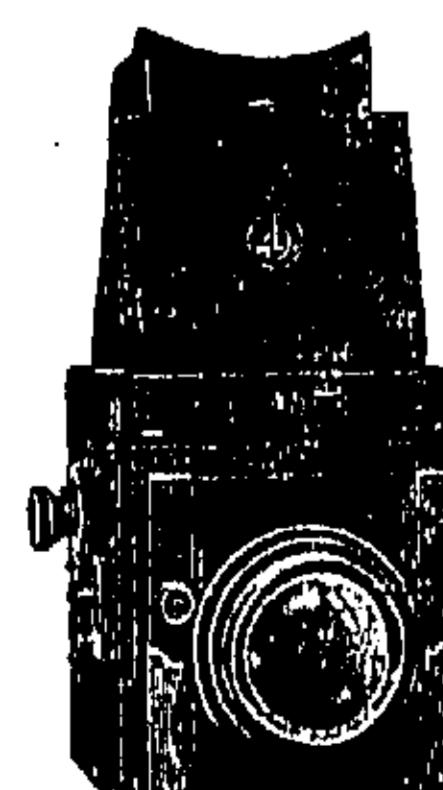
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### DISARMAMENT

#### Japan Will Not Tolerate Expansion

#### FINANCIAL REASONS

#### "Reduction, Not Merely Limitation"

Tokyo, Yesterday. While the vernacular Press welcomes the successful outcome of the British and American conversations, they emphasise that the establishment of British-American parity does not connote an advance towards practical world disarmament unless all the leading naval powers are consulted, and an actual reduction of all navies is effected.

Feud is expressed lest the limitation results in actual expansion which from financial considerations so far as Japan is concerned cannot be tolerated. declares the "Chugai Shogyo," which reflects the general opinion on this matter.

That the Navy shares the same view is indicated by Admiral Takarabe who in an interview with Reuter recently, intimated that Japan won't an actual reduction and not merely limitation, by the establishment of ratios and auxiliary categories.

#### Japan's Programme

He said that the most desirable settlement from Japan's standpoint would be the fixing of British and American limits on first-class cruiser tonnage, i.e. carrying eight inch guns and approximately 160,000 tons, which would permit Japan to complete her present cruiser programme, and giving her an inclusive tour of the "Furutaka" class. Of the total of 108,400 tons first class ships nearly 70 per cent.

Admiral Takarabe refused to commit himself as to Japan's demand for 70 per cent., but admitted that the naval authorities' "conviction" was that Japan should be allotted this ratio for auxiliary ships. Reuter.

#### Japan's Fears

Tokyo, Later. Although official confirmation of the proposal for a five Power conference in December has not yet been received, Naval circles are deeply interested in the report.

The Naval spokesman, commenting on the likelihood of America proposing the extension of a Naval holiday for capital ships, remarked that Japan is opposed to an extension in principle, though she might be prepared to agree to the spread of construction over a prolonged period if the commencement of the work of replacement was permitted in 1931 as originally suggested.

Japan's stand in this respect is understood to be due to a fear of her ability in constructing and that capital ships would deteriorate if the holiday continues too long, also owing to the comparative poverty of the nation Japan would find it difficult to make the necessary appropriations unless replacement was carried out over an extended period of years.—Reuter.

#### Britain and U.S. Ready

Washington, Yesterday. Mr. H. L. Stimson's statement to the Press was a long review of the Naval conversations. He intimated that Great Britain and the United States were ready for a Naval Conference of the five Powers, and a rumour was current that Mr. Ramsay MacDonald while here may actually issue a call for such a conference.

Mr. Stimson's statement is interpreted as indicating that the MacDonald-Dawes conversations have resulted in a decision to consider the "33,000 tons difference in cruiser tonnage" between Great Britain and the United States as a detail in the larger settlement by a full conference.

#### Venue of Conference

Washington, Later. The Naval Limitation Conference is not proposed for Washington, as suggested in the earlier cable. The venue is not mentioned, but it is understood that it will most likely be London.—Reuter's American Service.

#### A Naval Holiday

Washington, Later. It is stated that the United States Government will propose the Naval holiday of 10 years for the construction of capital ships shall be extended from 1931 to 1936 when there should be an opportunity for a second conference at which bigger steps can be taken toward the reduction of all

### LONDON PLAY

#### "Her Cardboard Lover" A Success

#### FORBES RUSSELL'S COMPANY

There was quite a large and appreciative audience at the Theatre Royal last night when the New (1929) Forbes Russell Comedy Company produced "Her Cardboard Lover." This play ran for six months at the Lyric Theatre, London, and has also been filmed with remarkable success. It can be highly recommended as amusing entertainment. It is a typical French farce, complete with bedroom scenes and a lady in scanty attire, and there are plenty of amusing situations, while the dialogue is particularly bright and sparkling.

#### The Story in Brief

The story tells how "Simone" engages a "cardboard lover"—with no more substance than the cardboard chicken used on the stage—to stave off the attentions of a former husband; or is it to excite his interest? At all events, "Simone" finds all her affection for "Tony Lagorce" (the husband) reviving.

"André Salicet," the cardboard lover, however, is thoroughly in love himself, and strenuously heads off "Tony." There is a very diverting "André's" favour, after he has dealt vigorously with the ex-husband (stage, of course). It is all frankly impossible but quite amusing.

#### A Creditable Success

The whole brunt fell upon April Vivian as "Simone" and, modelling herself as far as possible on Talitha Bankhead, she achieved a success, highly creditable when it is realised how little both authors and colleagues had helped her.

John Manuel as "André" in the comedy passages was good. Alec Alexander took the unsympathetic part of "Tony." Heather Angel was British or American.

Admiral Takarabe refused to commit himself as to Japan's demand for 70 per cent., but admitted that the naval authorities' "conviction" was that Japan should be allotted this ratio for auxiliary ships. Reuter.

The clothes are distinguished and the staging very adequate.

"Her Cardboard Lover" will be repeated to-morrow night, when another good house may confidently be expected.

### FOUNDRY CLOSES

#### Vicker Armstrong's Steel Works

#### 200 MEN AFFECTED

London, Saturday. Vickers Armstrong Steel Foundry at Elswick is closing indefinitely. Two hundred men have received notice because of the Government's decision cancelling and suspending contracts for naval armaments.—Reuter.

### EASY TO PAWN

#### A Great Demand for Slippers

"Great demand for slippers, they must be easy to pawn" said Mr. T. S. Whyte-Smith at the Kowloon Magistracy yesterday, when a Chinese was charged with the theft of a pair of slippers from a joss paper dealer living at 127, Tai Nam Street.

Defendant stated that he had picked them up from a side channel!

His Worship: But people don't throw good slippers like those for you to pick up in a side channel. I see you got three weeks on May 30 this year for receiving stolen goods. Two months' hard labour, slippers to be returned to the complainant.

Mr. Stimson's statement is interpreted as indicating that the MacDonald-Dawes conversations have resulted in a decision to consider the "33,000 tons difference in cruiser tonnage" between Great Britain and the United States as a detail in the larger settlement by a full conference.

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### PIRACY OUTRAGE

#### Helpless Ship Attacked on Haichow Bar

#### CAPTAIN AND MATE SEIZED

#### Held To Ransom For Half a Million Dollars

It is a considerable time since a piracy on a gigantic scale was committed either in South China waters or up north, but news is to hand of a dastardly outrage on a helpless ship, grounded on the Haichow bar. The captain and chief officer have been seized and held to ransom for half a million dollars, the pirates threatening to kill them if the money is not forthcoming in ten days' time.

The cable, which is sent by Reuter's correspondent in Peking, states:

The Norwegian Legation has received news of the pirating of the steamer "Botnia" at Haichow on Thursday.

The "Botnia" grounded on the bar and the pirates attacked the helpless ship.

They seized Captain Haaland and Chief Officer Westerheim, and are demanding half a million dollars ransom. They threaten that if the money is not forthcoming within ten days the prisoners will be killed.

They scared the entire crew who thought that they were robbers or pirates! They were then arrested.

#### Appeal to Nanking

The Norwegian Charge d'Affaires has telephoned to the Foreign Minister stating that in view of the frequent recent assurances that the Chinese authorities are able to protect foreign life and property, he is confident that the National Government will take measures for the prisoners to be immediately freed.

Reuter.

Haichow is situated not far from the old mouth of the Yellow River, south of Shantung Province.

### HOME FOOTBALL

#### English And Scottish Results

#### PRINCIPAL LEAGUES

[From Our Own Correspondent.]

London, Last Night.

The matches in the Leagues today resulted:

#### ENGLISH LEAGUE

#### Division I.

Arsenal 6 Burnley 1 Wednesday

Aston Villa 1 Grimsby 1

Blackburn 2 Everton 1

Derby 1 Leeds 0

Huddersfield 3 West Ham 0

Liverpool 2 Manchester U. 0

Manchester C. 2 Bolton 0

Middlesb' 2 Leicester 0

Newcastle 2 Sunderland 1

Peterborough 4 Birmingham 1

Sheffield U. 2 West Brom. 2

Barnsley 3 Tottenham 0

Blackpool 0 Bradford C. 0

Bradford 4 Southampton 0

Charlton 3 Bristol C. 0

Chelsea 3 Millwall 0

Hull 2 Preston N. E. 0

Notts Forest 1 Oldham 0

Reading 2 Notts County 0

Stoke 1 Cardiff 1

Wolves 4 Swansea 1

#### Division II.

2 West Brom. 2 Merthyr 1

3 Swindon 1 Stockport 1

4 Grimsby 1 Darlington 1

5 Hartlepool 0 Rochdale 1

6 Halifax 3 Accrington 0

7 Lincoln 0 Walsall 1

8 Southport 0 Crewe 1

9 Sh. Shields 1 Tranmere 0

10 New Brighton 4 Bournemouth 1

11 Port Vale 0 Luton 1

#### Division III. (South)

12 Brentford 6 Merthyr 1

13 Brighton 3 Swindon 1

14 Bristol R. 2 Plymouth 1

15 Clapton O. 1 Torquay 0

16 Coventry 2 Newport 0

17 Crystal Pal. 3 Norwich 0

18 Exeter 0 Fulham 0

19 Gillingham 0 Queen's P.R. 0

20 Northampton 4 Bournemouth 1

21 Southend 0 Luton 1

22 Watford 0 Luton 1

#### Division III. (North)

23 Burrow 5 Rotherham 1

24 Carlisle 1 Stockport 1

25 Chesterfield 4 Darlington 1

26 Doncaster 0 Hartlepools 1

2

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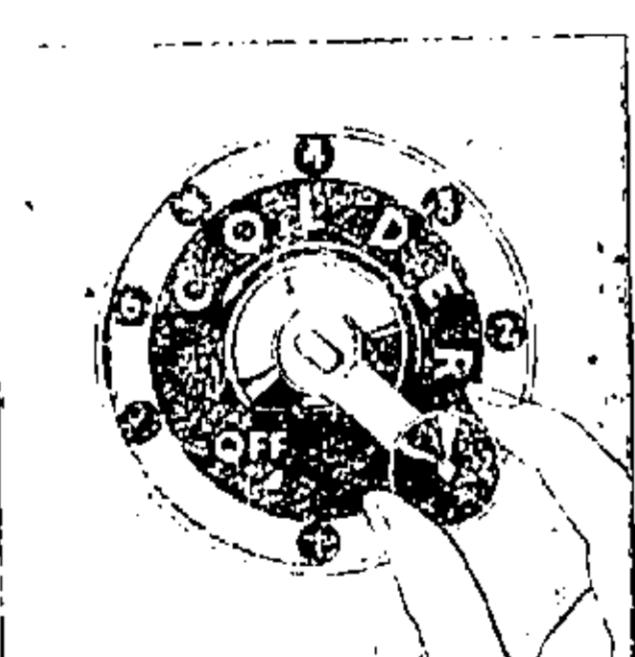
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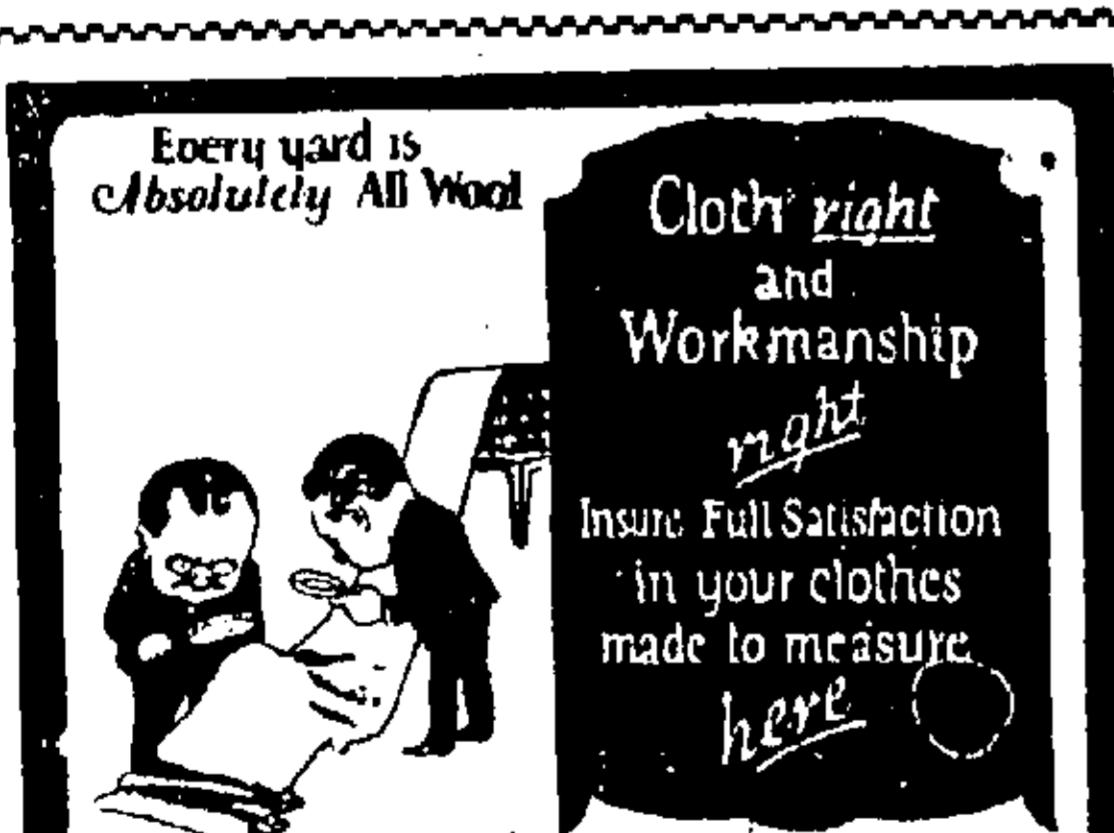
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## HOME SPORT.

### Lawn Tennis Amateurs

There is often a good deal of hand-shaking over the quality of lawn tennis amateurism. One who is in close touch with the game has just taken the trouble to classify it in a rough fashion those who compose the chief part of the entry at first-class tournaments. (1) There are many well-to-do people who can afford to pay their own bills—and some indeed are indulged in this direction by husbands who can only just afford it. (2) There are men and women who work for a living, but who can snatch an hour or two every day for play. This class figures very largely in the London tournaments. (3) A number of university undergraduates and men on leave from the Services and from the East make this the chief pursuit of their vacation. (4) Many people engaged in professions benefit indirectly from the advertisement which districts tennis gives them and in consideration of this are able to arrange with their offices or their partners for a special allowance of time. (5) Quite a substantial number of leading amateurs are connected with tennis equipment firms. These come nearer to the "professional" time than any others. Cases where an amateur is directly paid for playing are probably very rare. Official teams going abroad are allowed all their expenses. Players attending tournaments at home are not allowed to accept hotel expenses or railway fares, but there is nothing to prevent local potashers from entering them. That kind of "good time" is one of the chief extraneous inducements to gain a name in lawn tennis and there is no particular harm in it.

### A Versatile Athlete

The South African reserve wicket keeper, F. E. Van der Merwe, who made his first appearance in the Test match at Leeds, in a schoolmaster by profession. He graduated at the University of the Witwatersrand, and used to play for their School XI and Rugger XV. He has been enjoying his stay in England very much, and before the injury to Cameron called him into regular service, he spent a great part of his time visiting places of historical interest. He first showed his quality in the way of cricket when he played in the trials at Durban, and the selectors chose him purely on his goalkeeping merits. Barratt did Notts good turn in their match against Gloucester at Bristol the other day. Notts had lost six wickets for 86 when he went in and scored 74 out of 90 in twenty-five minutes. He hit seven sixes and four fours. Parker, the fine Gloucester bowler, off whose bowling three of those sixes had been hit described Barratt's hitting a "one of the greatest displays of hitting I have ever seen." This is high praise, but not too high. When Barratt walked off, caught in the long off by Parker, he got a tremendous ovation. Everyone in the crowd stood up and cheered lustily.

### Lyon's Valiant Performance

M. D. Lyon gave a notable performance for Somerset against Surrey at the Oval the other day. He had been badly lame overnight by a rising ball from Allom, and had to have Lee to run for him. Nevertheless, he made 119 out of 210 in two and a half hours. None of his colleagues were able to do any good, but he hit the Surrey bowlers in all

### Brilliant Golf

A mat h that will be long remembered was played at Sandy Lodge

## SOCIAL GOSSIP

Mr. E. W. Gaubert has been appointed foreman of works at Chatham from Hong Kong.

Messrs. Fung Ping-wah and Fung Ping-fun are giving a reception on Friday at No. 1, Park-road from 4 to 6 p.m. on the occasion of the 70th birthday of their father, Mr. Fung Ping-chun. His Excellency the Governor has signified his intention to honour the reception with his presence.

Mr. T. A. Tharani, manager of the firm of Verham Sharrow & Co., left yesterday for India by the s.s. "Moria" after four years' service, taking with him the best wishes of the Indian community for a pleasant holiday and an early return to the Colony.

Lady Elbank, Selkirkshire, her attractive Scottish home, has had the original idea of naming each of the principal bedrooms designed for her guests after game birds. There are the pheasant-room, the grouse-room, the partridge and snipe rooms, and so on. The colourings in each room are in harmony with the plumage of the appropriate bird and its natural surroundings.

Few of the people who got to consult Dr. Philip Gosse at the Institute of Radium guess that this white-coated, quiet-voiced man is a would-be pirate. Dr. Gosse is a son of the late Sir Edmund Gosse, the author and critic, and when he was a little boy his one idea in life was to be a pirate. However, modern piracy—on the high seas—is not a very practical proposition. But the yearning for piracy was satisfied by a truly marvellous collection Dr. Gosse has made of books relating to the exploits of famous buccaneers, their maps, and all sorts of contemporary tales about them. Unfortunately for him, pirating is also popular in America, and collectors will pay fantastic prices for many of hidden treasures and the like. Dr. Gosse has an adopted daughter who has collaborated with him in an amusing book. This is not about pirates, but is a collection of words used to signify a number of the same kind of action such as a "gaggle of geese" and a "spring of trout." Frieda helped Dr. Gosse and his daughter Helen to find some of them. Others are from old books. Several are most curious. Who nowadays talks of a singular boar, a draught of butlers, a prudence of viars, or a brace of bishops?

Just 200 years ago died Thomas Newcomen, the famous Devonshire blacksmith, whose atmospheric steam engine was in common use for nearly a century, and prepared the way for the epoch-making inventions of James Watt. The story goes that Dr. Gosse has a collection of words which he has collaborated with him in an amusing book. This is not about pirates, but is a collection of words used to signify a number of the same kind of action such as a "gaggle of geese" and a "spring of trout." Frieda helped Dr. Gosse and his daughter Helen to find some of them. Others are from old books. Several are most curious. Who nowadays talks of a singular boar, a draught of butlers, a prudence of viars, or a brace of bishops?

directions. One great hit off Peach sent the ball into the enclosure. His innings included one six and eighteen fours and was remarkable for endurance and skill. Brooks, for Surrey, made four very clear catches off Allom's bowling. The latter altogether took eleven wickets for just under twelve runs each.

### A Family Party

The Sussex County side is going to be quite a family affair in the near future. Probably A. E. R. and A. H. H. Gilligan, J. and H. Parks and James and John Langridge will all soon be figuring in the same eleven. Five of these players are assisting the side at Leyton at present. There is already a family affair in the club and ground side, for George Cox, Senior and George Cox, Junior, both make frequent appearances. The deceptive left-hand deliveries of George Cox, senior, which have taken so many wickets for the County, are still complicating life for his opponents at the club and ground games.

### Cricket

D. P. B. Morkel, the Capetown cricketer, has been much in demand of late. No fewer than three Lancashire League clubs have been valiantly trying to secure his services. Tadmoor offered £500 for a twenty-weeks' engagement for next season, but were officially informed that all the South African Test players were under an agreement not even to negotiate for a cricket engagement during the tour. It seems unfortunate that any English club should try to tempt the South African players. It is the English players that they should encourage, and try to develop and leave South Africa to possess their own fine cricketers. It is not forgotten in New Zealand that a certain New Zealand player was tempted to remain in England not very long ago, and there have been other cases.

### Freeman's Thirteen Wickets

Tich Freeman has been given the Sussex batsmen a hot time of it this week. His record for the match was 13 wickets, with an average cost of a fraction under eight runs.

He just missed doing the hat-trick at the end, sending back Cornford after Gilligan and Hollingdale within five deliveries.

Ames was also prominent and claimed six victims, three from Freeman's bowling, thus bringing his bag for the match up to nine.

The Sussex collapse was so complete that at 12.35 the match was over, and Kent were left victors by an innings and 27 runs.

### From Success to Success

Freeman is certainly in form. Not content with his fine work against Sussex, he invaded Lancashire in fine style and captured ten wickets in an innings. They cost him just 13 runs apiece. This is the first time he has performed this feat. Ames assisted in the first three tests, but "Tich" did most of his own work by his skill in turning the ball. Kent can now boast that four of their players have performed this feat. In 1906 Fielder accomplished it at Lord's for the Players against the Gentlemen. Cain Blythe did it in 1906, and Collins did the same thing in County games in 1922.

### Bowley Gets the Wickets

Bowley showed how valuable he is to the Sussex side this week in their match against Derbyshire. Tate developed a strain in his leg and could not bowl at any great pace after lunch, so Bowley stepped in and collected the last nine Derbyshire wickets that fell. The dismissals of Derbyshire in five hours 20 minutes was entirely due to him. His nine wickets cost him 114 runs, and he found an able colleague in Harry Parks whose fielding was very good.

### An Ideal Pair

Two of the most ideal partners among the many fine English pairs at Wimbledon this year were Mrs. Shepherd-Barrett and Mrs. Covell. The semi-final game between them and Miss Ryan and Betty Nuttall was worth watching just for display of generosity and good team work. If a scoffer at telepathy had been present, he would most certainly have been converted. They always seemed to be in a rising place, and never missed a chance. Both of them are experienced Wightman Cup players and are in this year's team. It augurs well for the Cup matches that all of our team have done well in the doubles at Wimbledon.

### Perth Hunt balls are to take place on Tuesday and Thursday, September 24 and 26, and the races will be held on the Wednesday and Thursday.

Lord and Lady Hartington and their family, Lord Burlington, Lord Andrew Cavendish, and Lady Mary Cavendish have left Churchedale Hall, Derbyshire, to join the Duke and Duchess of Devonshire at Bolton Abbey. Capt. the Hon. Evans and Lady Maud Baillie, with Miss Arabelle Mackenzie have also joined the family party at Bolton Abbey.

The theatre at Stansted was built and opened less than two years ago, when Lord Bessborough founded the Stansted Players. It has been a great success, and although it holds only just over 200 people and is two miles from the nearest village, Lord Bessborough and his players were able to raise about £900 for the Royal West Sussex Hospital at Chichester by the plays they gave.

Lady Combermere has given birth to a son and heir at Golden Grove, Carmarthenshire. She was Miss Constance Williams-Drummond, daughter of Sir Francis Williams-Drummond, of Hafodneddyn, Carmarthenshire, and married Lord Combermere as his second wife in 1927. The heir presumptive to the viscountcy up to now was Rear-Admiral Richard Stapleton-Cotton.

Lord and Lady Saye and Sele are opening Broughton Castle, their residence near Banbury, and the gardens to the public on September 21. Broughton Castle is one of the finest old residences in the kingdom, with beautiful gardens, and some years ago, when it was occupied by Lord and Lady Algernon Gordon-Lennox, King Edward, then Prince of Wales, paid several visits there.

The marriage of Mr. George Ian Malcolm, eldest son of Sir Ian and Lady Malcolm and grandson of the late Lady de Bathe, and Miss Enid Gaskell, daughter of Col. and Mrs. Gaskell, of Seaton, Devon, took place very quietly at Brompton Oratory. Given away by her father, the bride wore a gown of flowered chiffon in grey, green, and blue, with a grey hat, and Miss Patricia Arbuthnot, the only bridesmaid, was in yellow georgette. Mr. J. Holt Wilson was best man.

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29/2

TO-DAY & TO-MORROW at 5.20 & 9.15 p.m.

HUGUETTE DUFLOS

In

**ROSENKAVALIER**

With

PAUL HARTMANN, JAQUE CATELAIN, CARMEN CARTELLIERI  
A lavish German production of a story of the middle eighteenth century, adapted from the musical comedy by Hugo von Hofmannsthal.

At 2.30 & 7.15 p.m.

**"REMORSE"**  
A Chinese Picture With English Titles.

AT THE

**MAJESTIC**

NATHAN ROAD, KOWLOON.

NEXT CHANGE — TUESDAY & WEDNESDAY

VIOLA DANA

In

**"NAUGHTY NANNETTE"**

## LAWN BOWLS

K.B.G.C. Unexpectedly Lose

BEATEN BY THE K.C.C.

Craigengower's Win in Spey Cup

Regarded as having a good chance of drawing level with the two leaders of the First Division of the Lawn Bowls League and making it a triangular play-off for the championship, the Kowloon Bowling Green Club unexpectedly lost to the Kowloon Cricket Club yesterday by ten shots.

The Senior Shield will now rest between the Kowloon Dock R.C. and the Craigengower C.C. who have eighteen points each, the deciding match to take place on a neutral green.

The P.R.C. and Club de Recreio fixture was postponed on account of the inclement weather. This

match, however, has no bearing on the championship, for which the Kowloon B.G.C. and the Civil Service C.C. are bracketed in top place.

## Division I

KOWLOON C.C. v. K.B.G.C.

On their own ground, the Kowloon C.C. defeated the Kowloon Bowling Green Club by ten shots. Silkstone, for the home team, started well by scoring a three against Russell but the latter soon caught up and taking the lead from the fifth head, won by five points.

Fraser drew first blood against Guy. The score was level (2-2) at the third head but from then on, the K.C.C. quartette had matters much their own way and won easily.

Like the previous two home skips, Gibson also opened the scoring against Gow. Up to the 11th head, Gibson led by ten shots (17-7) and looked as if he would show a comfortable margin, inasmuch as he increased his advantage by two points at the 16th head (23-11). Gow, thereafter, carried everything before him and scored nine shots in the last five heads to lose by three points.

Kowloon C.C.      Bowling Green  
H. Hampton      R. Duncan  
W. Webb      E. W. L. Hogbin  
A. Hyde-Lay      P. T. Farrell  
A. E. Silksome      W. Russell  
(Skip)      16      (Skip)      21

A. C. Burford      V. Chittenden  
J. A. Howe      Bell  
L. E. Lammett      H. Nish  
J. Fraser      L. Guy  
(Skip)      23      (Skip)      13

H. Giddins      S. Eccleshall  
B. Petheram      G. E. Royston  
H. Overy      R. Hall  
J. Gibson      D. Gow  
(Skip)      23      (Skip)      20

TUESDAY

Kowloon D.R.C.      P. W. D. L. Pts.  
Kowloon D.R.C.      14 9 0 5 18  
Craigengower C.C.      14 9 0 5 18  
Kowloon B.G.C.      14 8 0 6 10  
Civil Service C.C.      14 8 0 6 16  
Club de Recreio      13 7 0 6 14  
Taikoo R.C.      13 7 0 6 14  
Kowloon C.C.      13 6 0 7 12  
Police R.C.      13 0 0 13 0

Total      818      Total      774

## LEAGUE TABLES

Division I.

P. W. D. L. Pts.  
Kowloon D.R.C.      14 9 0 5 18  
Craigengower C.C.      14 9 0 5 18  
Kowloon B.G.C.      14 8 0 6 10  
Civil Service C.C.      14 8 0 6 16  
Club de Recreio      13 7 0 6 14  
Taikoo R.C.      13 7 0 6 14  
Kowloon C.C.      13 6 0 7 12  
Police R.C.      13 0 0 13 0

Shots For and Against

For Agst. Up Dn.  
Kowloon D.R.C.      879 727 152 0  
Craigengower C.C.      878 768 110 0  
Kowloon B.G.C.      886 791 45 0  
Civil Service C.C.      873 747 0 14  
Club de Recreio      733 747 0 14  
Taikoo R.C.      766 794 0 28  
Kowloon C.C.      690 777 0 87  
Police R.C.      632 828 0 190

Total      809      Total      797

## Division II.

P. W. D. L. Pts.  
Kowloon B.G.C.      14 10 0 4 20  
Civil Service C.C.      14 10 0 4 20  
Taikoo R.C.      13 8 0 6 16  
Craigengower C.C.      14 7 0 6 14  
Yacht Club      14 7 0 7 14  
Electric R.C.      14 7 0 7 14  
Club de Recreio      14 3 0 11 6  
Kowloon C.C.      13 1 0 12 2

Total      765      Total      757

## Shots For and Against

For Agst. Up Dn.  
Kowloon B.G.C.      907 747 100 0  
Civil Service C.C.      897 762 135 0  
Taikoo R.C.      739 649 93 0  
Craigengower C.C.      808 800 2 0  
Yacht Club      739 759 0 20  
Electric R.C.      812 849 0 37  
Club de Recreio      766 848 0 82  
Kowloon C.C.      678 924 0 251

Total      868      Total      754

## SPEY ROYAL CUP

Craigengower C.C. v. Yacht Club

In the Spey Royal Cup, the Craigengower C.C. accounted for the Royal Hong Kong Yacht Club

## HOCKEY

Ladies' Club Annual Meeting

The third annual general meeting of the Hong Kong Ladies' Hockey Club will be held at the Helena May Institute to-morrow at 5.20 p.m. Any lady wishing to become a member is cordially invited to attend.

## AT THE BALL GAME

Zodavisky Razzes the Americans to Lose

### AND THEY LOST!

By "Bingley"

"Hey there, you with the putty arm, who told you that you were a pitcher. Take me out there, if you can do no better," vociferously razzed Zodavisky.

It was his fault and my mistake when he was out at the ball game yesterday afternoon between the Japanese squad and the Hong Kong Yankee crew. Holy whiskers, if you could have seen the way how Zodavisky handed the razzberries to the good natured Americans, you would have taken him for the inventor of the game. There ain't a single thing in baseball-dom that that guy knew nothing about.

Of course, there was no gain-saying that Skinner who twirled for the Yanks had a long way to go before he could really talk to the ball in the way that he liked. The "horsehide" is at the best a slippery customer and it takes a strong hand to hurl it in such a way that it will do some damage. Well, Skinner simply could not put it over, and the mighty result was that he had to allow a free ride to first sack to no fewer than nine of the Japanese players.

Every One For The Japanese

When anchor was heaved and the game got under way, the Nippon lads sent in Kusano to feel out the way. Gee, it was easy the way that he got to first. Skinner did nothing else but sent out four straight balls, and the free pass went with the fourth attempt.

"How you got that way?" hotly demanded Zodavisky, and the chorus was taken up by a number of gobs, who, it was obvious, had plucked them all on the nifty and tricky little Japanese boys.

Pandemonium broke loose when the Americans secured a blank in the first frame, and the Japanese sent three men past the home plate. It was then Zodavisky worked up the exhaust.

Some Ball Talks

"Did I not tell you that the Japanese outfit is about the best, if not the best, you can find in this Colony? They have just as much baseball cards up their sleeves as a snake has hips. Look at Koga. Ain't he a dandy pitcher, and don't forget old Hachiuma behind the batter. He is the right guy to "talk it up" at the right moment. And then there is Saido the first baseman. It's a mystery to me where they have dug him up from, but one thing I do know is that he is as safe as the Old Lady of Threadneedle Street."

"Say, Zodavisky, if you can only hold your bosses, you will be a fine gentleman. Don't forget we are in Hong Kong, and all this hoodlum by-play does not get us anywhere," I admonished.

"Hey, you are standing on your feet, now. If you think this is a Missy-Madamy parlour party, you are downright mistaken. This is the old ball game, and what makes it so interesting is the razzberries that you can hand out. Surely you have not forgotten it although you may be Hong Kongised now," the incorrigible Zodavisky retorted.

The Bad Spell Broken

Well, the Americans went in to bat again, and, much as they tried, they could make no headway. The air-tight fielding coupled with the smoked balls dished out by Koga was too much for the Yanks. They retired again with a blank. And the same story was told over and over again until they came to the sixth canto, when Harris broke the bad spell and got home.

The Japs were certainly on easy street. They put the game on ice in the third stanza, when they chalked up another three runs to the good side of their book. In the fourth canto, they crossed the plate four times, and this was duplicated in the fifth.

The Yanks were then in a sorrowful plight. What with being responsible for a bags of errors, and a old-hand-me-down pitching, and a catcher that lacked pop and energy, the Nippon crew had nothing else to do but to smack it out all over the diamond. "Everybody hits" was the password in the sixth, after two men had gone under; and yet this hitting out business, to a loose and demoralised field, netted the Japanese another six runs. And incidentally Zodavisky chirped in:

Everybody Doing It  
I have seen many a punk game in my life, but I have to go a long way yet before I can see another

Ribeiro of Craigengower C.C.

## LEAGUE TABLE

League positions up to and including September 13 are:

Team	Matches played	Wins	Losses	Drawn	Points	Games	Total





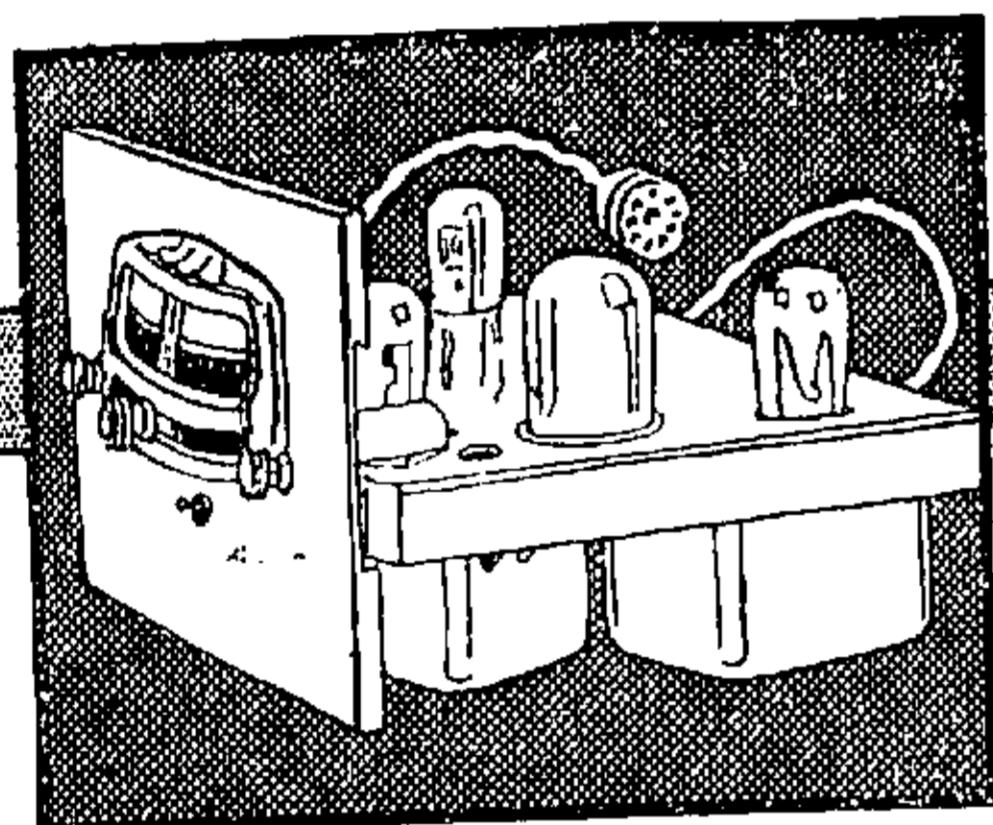

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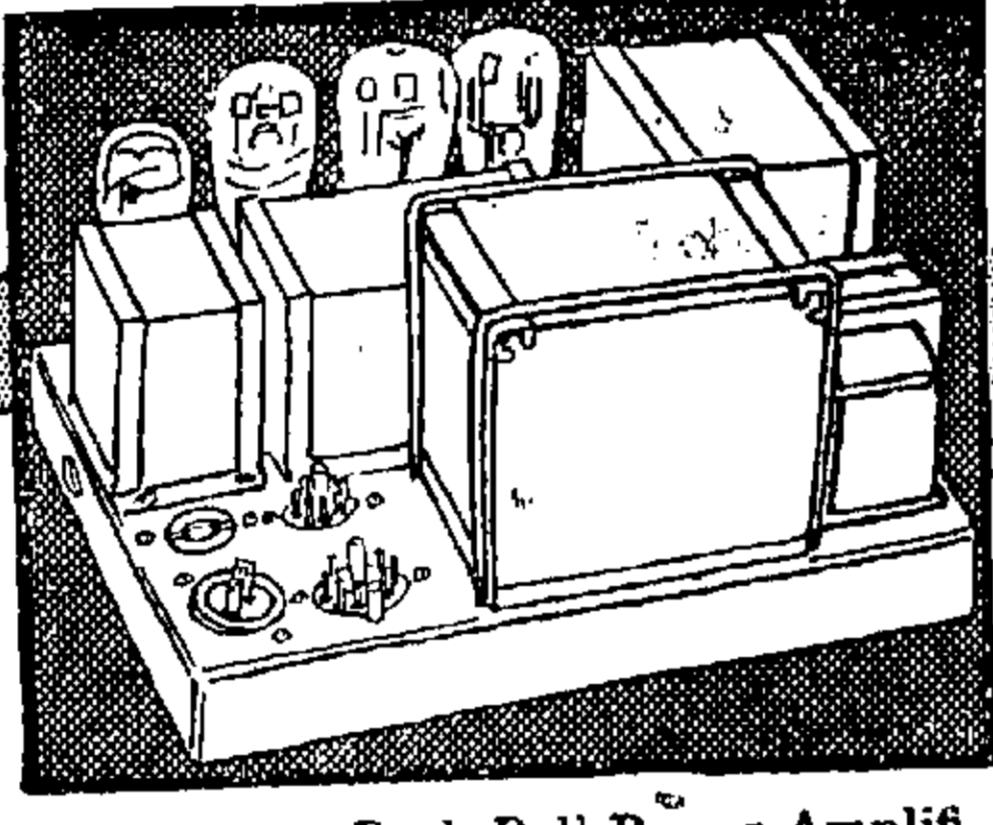
# Now... Victor RADIO

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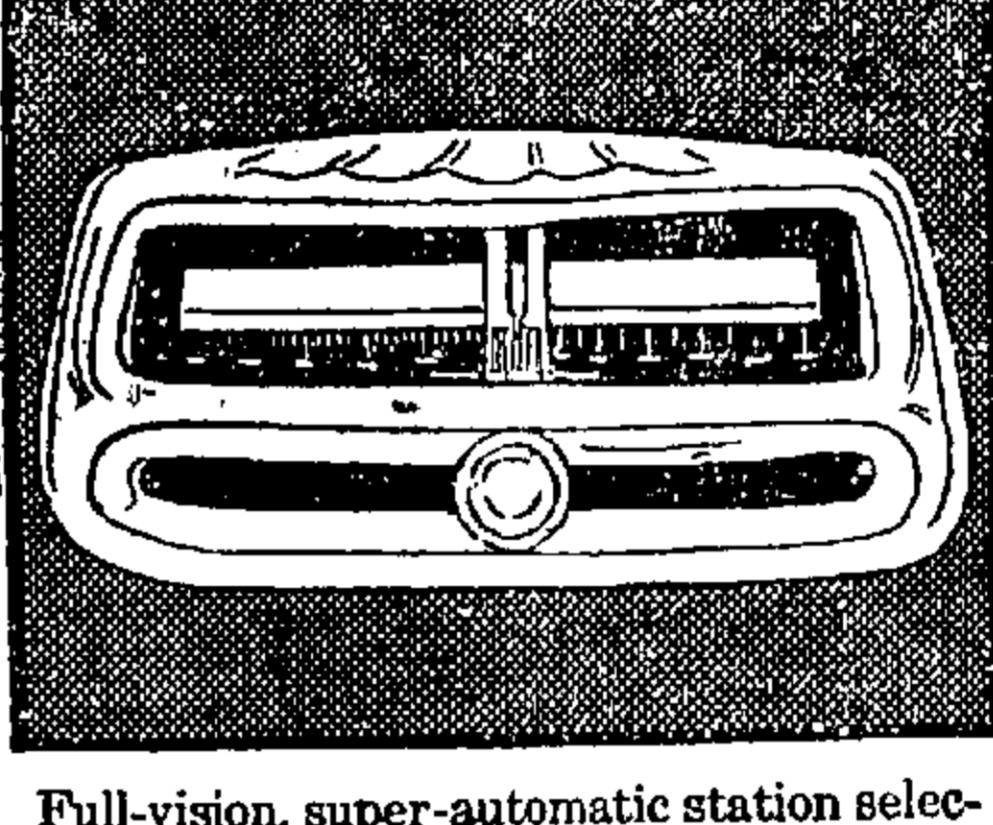
*The instruments millions have waited for . . .  
The Greatest Achievement in Radio History!  
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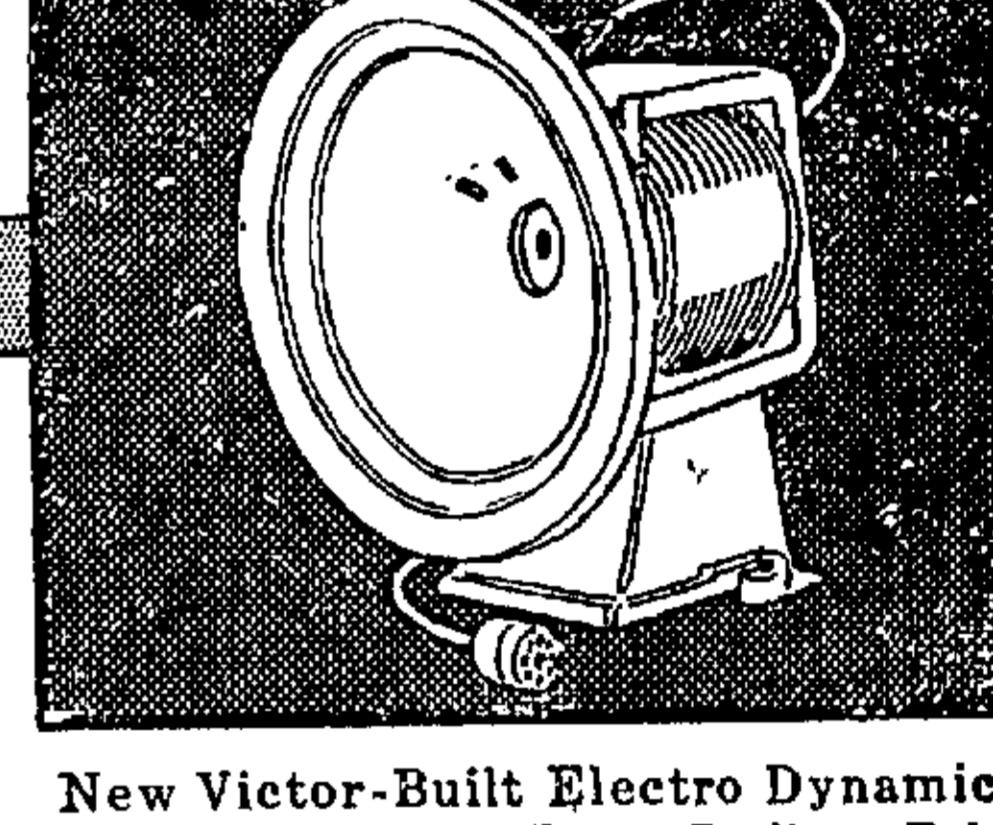
New Victor Radio Receiver. New Design. Proven Circuit. Maximum Selectivity, Sensitivity, Fidelity.



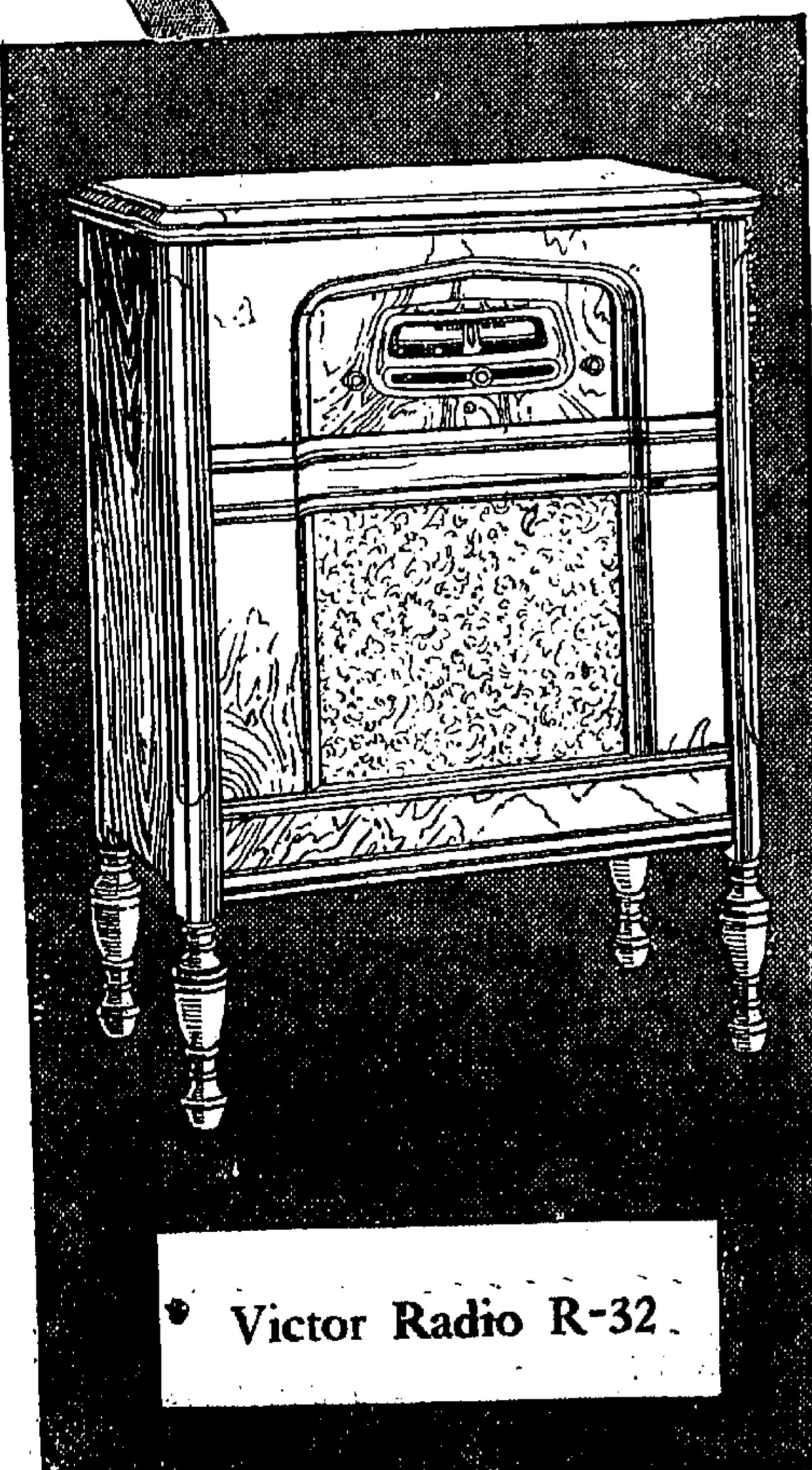
New Victor Push Pull Power Amplification. Introduces two new type RCA Radiotrons UX-246. More power output. Economical operation.



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Now it is ready! An all-electric radio by Victor—with Victor's thirty years of musical leadership behind it . . . designed by Victor scientists—built by Victor craftsmen.

A radio that for the first time is a Micro - Synchronous Radio which produces *acoustic symmetry* . . . the perfection of tone fidelity!

Victor Radio is so simple a child can tune it as well as an expert.

And the remarkable new Victor electro - dynamic reproducer brings you music that is absolutely faithful to the artist's rendition — throughout the entire musical scale.

The exquisite, compact new Victor cabinets fit in with the furnishings of the finest homes.

Victor's great resources and skill have put these great instruments within the reach of even modest means!



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## SUNDAY SALLIES.

Dew drops on the Peak and over-due drops in the Summary Court.

Why not provide church goers with "Cissy" shirts and shorts?

"Her Cardboard Lover" should be "pasted" with confetti.

Dew drops in the Peak! Ye Gods!

Now we have a Harbour Board we'll be bored of the Harbour.

Early morning robbers at Shatin yesterday exhibited knives.—Men of steel.

Motoring hint: To keep the dirt out—Don't let it in.

Money may be tight but not just so tight as some women's dresses.

But if they're caught they'll soon be shut in.

Some otherwise decent men can stand alone but can't stand a loan.

The "share" market is always healthy during one's honeymoon.

This week's howler: Tapeworm is sold at any respectable store in the Colony.

Robinson: The price of food keeps us from enjoying ourselves to the full.

In the Press: Reminiscences of Great Lawn Bowl Players of Hong Kong.

Singing in the bath should not be discouraged—it helps to save water.

It is shaped to muzzle the Kowloon Tong Police who disturb the sleepy canines.

Some of these Kowloon bus drivers seem to be leading too fast a life.

A whole week has gone past without an attempted break out of Victoria Jail.

Still another doctor added to the register of medical practitioners "Long Live" his patients'.

Week end sportsmen are getting fed up with the weather drieression.

It would be interesting to know if the Kowloon warders practise what they preach.

After the close season it may be that the expected that some of our sailors will soon be change!

The cost of the proposed air service and hangar may develop into a soar point.

The Civil Service entirely agrees that a siesta is absolutely necessary every day.

The person who asked if ants persist in hot weather now wants to know if they are believers in reincarnation.

We hear a lot about the beggar's return to Battery Path but nothing about the beggar's returns.

The climate at this time of the year may be trying, but it doesn't succeed in pleasing everybody.

Writing out seems to believe in and to practise regeneration.

The Chinese are keeping their frontiers open for any Soviet nonsense on the Manchurian border.

"It is suggested that the Russian attack on Manchurian villages are only a mild form of Autumn manœuvres."

The four lawn bowlers picked to play against four of Shanghai's best consider that the local selection is ideal and couldn't be bettered.

A correspondent asks: What was the school boy's definition of a hero? A prize will be given for the best answer.

The K.O.S.B. men seem to think there are good openings in the Colony. A testimonial to the activities of the P.W.D. roads department!

The "bride" It is not strict etiquette for a man to kiss his bride on the "little pen" on coming from the Star Ferry. The proper place is the lips.

The K.O.S.B. men seem to think there are good openings in the Colony. A testimonial to the activities of the P.W.D. roads department!

The Volunteers simply would not listen to the cheerful warning in this paper regarding fixing Friday, the 13th, for their much postponed concert.

Unless, of course, the lips happen to be chapped.

Writing of the Volunteers' concert the senior morning paper says that the K.O.S.B. Band came back with a descriptive fantasia, which "went splendidly."—The rain made it go so quick that it wasn't played at all.

The Government is hoping soon to get all its printing done in the jail. Compositors and linotype operators, it is hoped, will be run in and kept in to keep the presses busy.

**VOLUNTEER CORPS**  
Concert Spoiled by the Weather

### PLUCKY PERFORMERS

It was a pity that rain prevented the whole programme being put through at the promenade concert of the Volunteer Defence Corps, which was held on the Headquarters' parade ground on Friday. The attendance was not large, due to the threatening weather, but those who did brave it did take shelter in the drill hall and finally make their way home when it became evident that the rain was not going to stop. The rest of the programme was consequently abandoned.

Everything went well until during the interval when some rain fell, but soon abated. Then the moon peeped out for a while and all concluded that it was only passing shower and the clouds would clear. Soon, however, old man Luna was again obscured, and then, whilst the Aloha Serenaders were on the platform, the rain came down again, and this time in earnest!

The "Hawaiians" pluckily carried on until they were forced to stop on account of the rain on the strings of their instruments making it impossible for them to continue. Audience and performers then sheltered in the drill hall, rather too packed to be comfortable, but nevertheless, cheerful.

Another Downpour Then the rain held for a while and it was decided to continue the programme, but the K.O.S.B. Band had hardly taken their place on the platform when once more it poured, and they had to retire. Gradually, the audience trickled away after this and the concert was abandoned. Some got a wetting when a particularly heavy shower came down soon after leaving and had to take shelter as best they could whilst taxis were procured.

Only a few of the audience returned to the drill hall during the Serenaders' turn. The majority, equally sportingly, sat through the "Hawaiians'" performance before going to shelter.

The Band in Form

The major portion of the programme was in the capable hands of the Band of the 2nd Battalion of the King's Own Scottish Borderers, under the able baton of Mr. Fitz-Earle, and their playing was up to the usual K.O.S.B.'s excellent standard. Particularly appealing was Chamber's Reminiscences of the Plantation, (as performed by Sousa's Band, by com-

mand of H.M. the King, at Sandringham). It introduced such well-known pieces as "My Old Kentucky Home"; "Clog Dance"; "The Old Folks at Home"; Schottische "Old Zip Coon"; "Poor Old Joe"; "Essence of Old Virginny"; "Dixie" with variations; and "Massa's in de Cold, Cold Ground" as finale.

Another well received item was the singing of excerpts from "Iolanthe" by 2nd Lieut. and Mrs. D. M. Richards, with band accompaniment.

### Programme as Played

Items which were presented before the rain intervened were:— March, "The American Red Cross"; (The Corps Band) Reminiscences of the Plantation, Chambers. Excerpts from "Iolanthe".

(Vocal Items by 2nd Lieut. and Mrs. D. M. Richards).

Suite—"Peer Gynt" ..... Greig.

1.—Morning.

2.—The Death of "Ase".

3.—Anitra's Dance.

4.—Dance of the Imps in the Halls of the Mountain King.

Selection—From "Cavalleria Rusticana".

Overture—"Maritana" ..... Wallace.

(The Corps Band.) The Aloha Serenaders.

The following items by the Bands had to be abandoned:—

Descriptive Fantasia—

"A Hunting Scene" ..... Buclesia.

"Early Morning" ..... "The Meet"

(with Huntman's Chorus); "On the Scent"; "The Run"; "Tally Ho!" "Full Cry"; "The Kill"; "The Return Home."

Xylophone Solo—"The Meteor".

(Greenwood. Soloist—Corporal H. Stokes.)

The Reminiscences of Tschaikowsky.

Arr.: Dan Godfrey, Junr.

Regimental Marches—

"The Leather Bottel," (H.K.V.D.C.).

"Blue Bonnets O'er the Border," (K.O.S.B.).

Greenwood.

(The Reminiscences of Tschaikowsky.)

Arr.: Dan Godfrey, Junr.

Regimental Marches—

"The Leather Bottel," (H.K.V.D.C.).

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Regimental Marches—

"The Leather Bottel," (H.K.V.D.C.).

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FORBES RUSSELL COMEDY CO.,  
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APRIL VIVIAN.  
IN THE LATEST LONDON COMEDY SUCCESSES.

MONDAY, 10th Sept. At 9.15 p.m.	TALULLAH BANKHEAD'S LAUGHING SUCCESS "HER CARDBOARD LOVER."
TUES. & WED. 17th & 18th Sept. At 9.15 p.m.	ELEN FORD'S GREAT SUCCESS "THE PATSY." or "MOLLY MAKE BELIEVE"
THURS., 19th Sept. At 9.15 p.m.	THE WELL KNOWN PLAY "THE SECOND MRS. TANQUERAY."
FRI. 20th Sept. At 9.15 p.m.	DELIGHTFUL FARICAL COMEDY "THE MARCH HARES."
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HONG KONG, SUNDAY, SEPTEMBER 15, 1929.

**Saul Among The Prophets**

IT is seldom that one finds something akin to the "live wire" writing to which we are accustomed in the "Police Budget" and "The Referee," but for once the Editor of "St. John's Review"—the official organ of St. John's Cathedral—has stolen a march upon us. His "Searchlights" in the current month's issue make quite interesting reading. He has evidently gone to considerable trouble to lift the "Review" out of the rut of the commonplace, staid and stodgy type of Church magazine and to attempt the impossible feat of making a bid for sensationalism.

It is refreshing in a way to find that the Editor of "St. John's Review" has ideas of his own in regard to the manner in which the Press of this Colony ought to be conducted. He even stoops to cynicism and satire, which ill becomes the wearer of "the cloth." He is aggrieved to find that a heated correspondence in the local Press came to the usual futile conclusion during the past month. Where he finds the justification for the "usual futile" conclusion we know not! The correspondence related to the standard of films shown locally. That correspondence in the "Sunday Herald," as well as in other papers, was far from futile in so far as it demonstrated the impossibility of pleasing all the people all the time in regard to the showing of a certain film. Cinema proprietors are not in the business for the sake of their health any more than are preachers of the Gospel, to whom the ministry is not a Heaven-sent mission but merely a means to an end—that end being the earning of a livelihood in a respectable profession.

But, says this self-appointed critic of the local Press: "It is a pity that Editors of our newspapers are not more circumspect about their correspondence columns." What sheer impudence—and imprudence! Whence cometh this great self-appointed censor of our local newspapers? What experience of journalism can he boast of to warrant the laying down of rules and regulations as to what the Press should or should not publish? Why should he seek to point the finger of scorn at Editors whose time spent in qualifying for their positions is at least equal to that required of students for the ministry? And why should he go out of his way to administer an uncharitable kick to the Press and then, in the very next breath, admit that "it is their business, of course"? Of course!

We have never on our part sought to "butt in" on the work of any Church body here, feeling that they ought to know better than we how to preach their sermons and fill their churches Sunday after Sunday. Rather have we invited some of the Ministers to write sermons for this paper, the only response to which has been that if people want sermons the best place to hear them is in the Church itself. They overlook the obvious point that if people will not go to Church to hear sermons the next best place to reach the people is through the medium of the same Press, that the Editor of "St. John's Review" goes out of his way to castigate.

It seems, however, that the Press need not fear the entrance of this Saul among the Prophets. He is inconsistency personified. In venturing to comment on another local topic he writes:

"After all when we come to apply the absolute standards of Christ is there any real difference between the man who makes a profit out of an official position and the banks which manipulate the Exchange to suit their own convenience at the expense of their smaller customers? Who is the greater rogue—the man who gambles in futures on the Stock Exchange and increases unemployment in the North of England, or the man who takes a bribe to turn a blind eye to a small offence? Both are equally wrong and when it comes to dealing out abuse let us keep a sense of proportion."

Why it should be the province of the Ministry to deal out abuse we know not. But the sense of proportion seems to have gone entirely astray in the articles from which we quote—particularly the latter. His cheap sneer at the bankers is scarcely in keeping with the inside cover page of "St. John's Review" and the second last page—devoted respectively, to advertisements of the P. & O. Bank Corporation and the Hong Kong and Shanghai Banking Corporation!

The whole discussion can be "boiled down" to this—that the community ever gets the Press it deserves. The greater and more wholehearted and sincere that support naturally the better Press there will be. If that support be insufficient, half-hearted, or hypocritical, then the community itself is to blame. And there is less reason than ever for castigation from a minister of the Gospel.

**OPINIONS DIFFER**

Opinions differ, and, as the saying goes, every one has his own taste. We cannot command the Chinese Athletic Association on the way that the athletic meeting at the North Point Stadium was organised, although it was asserted that the C.A.A. had foreseen everything. We still maintain that the arrangements left much to be desired. For instance, a blackboard in the centre of the field with someone to write down the results after each event, together with the times, would have been welcomed by all sportsmen. Announcing the results, in the way it was done, through a loud speaker—and in Chinese—conveyed nothing to the large number of Europeans who had paid \$5 for admission. It must be borne in mind that the time taken to cover a certain distance by the competitors was a most important item to the spectators. Then a mistake was made in printing the names of competitors in Chinese only. Each contestant had a number, and it was only this number that was announced. To trace who he was, one had to look up the Chinese programme. Under the circumstances could it be said that the European spectators were getting their money's worth?

We do not wish to keep on throwing cold water on those responsible for the arrangements. It was their first effort and we quite appreciate the manifold difficulties which beset them, but the blackboard as the medium of announcing the results is no new thing. It has been done at all the athletic meetings held in the Colony. Again, the organising committee should have asked themselves the question: "Are we only catering for the Chinese?" The answer to the question would at once have made it obvious that the results of each event would have to be announced in English as well as Chinese. There is no doubt, however, that the organisers will benefit by this year's experience and will do better in the future. They deserve to be complimented for a scheme of such an elaborate and ambitious nature, and should receive all the backing possible at succeeding athletic meetings.

**FORMER NAVAL CHAPLAIN**

The former friends in the Colony of the Rev. H. S. Crole-Rees, who is senior chaplain at the Royal Naval Barracks, Chatham, will learn with regret of his decision to leave the Navy.

He is resigning on his appointment by the Bishop of Rochester to the important post of diocesan chaplain in order to organise the Rochester Diocesan Church extension scheme. Mr. W. J. Jennings, R.N. (retired), will be associated with Mr. Crole-Rees in the office. Mr. Crole-Rees, who was ordained at Southwark in 1906, was junior missioner at the Lady Margaret Mission, Walworth, before he entered the Royal Navy in July, 1908, his first appointment taking him to H.M.S. "Ocean," H.M.S. "Kent" and Devonport Barracks. On the outbreak of war he went to the Tenth Battle Squadron in the "Victorious," afterwards being appointed to H.M.S. "Australia" with the Battle-Cruiser Squadron. He saw service in H.M.S. "Hercules" with the Grand Fleet, and after the Battle of Jutland went to the "Impregnable," from which ship he was appointed to Hong Kong Dockyard. On leaving here he went to the Tenth Battle Squadron in the "Victorious,"

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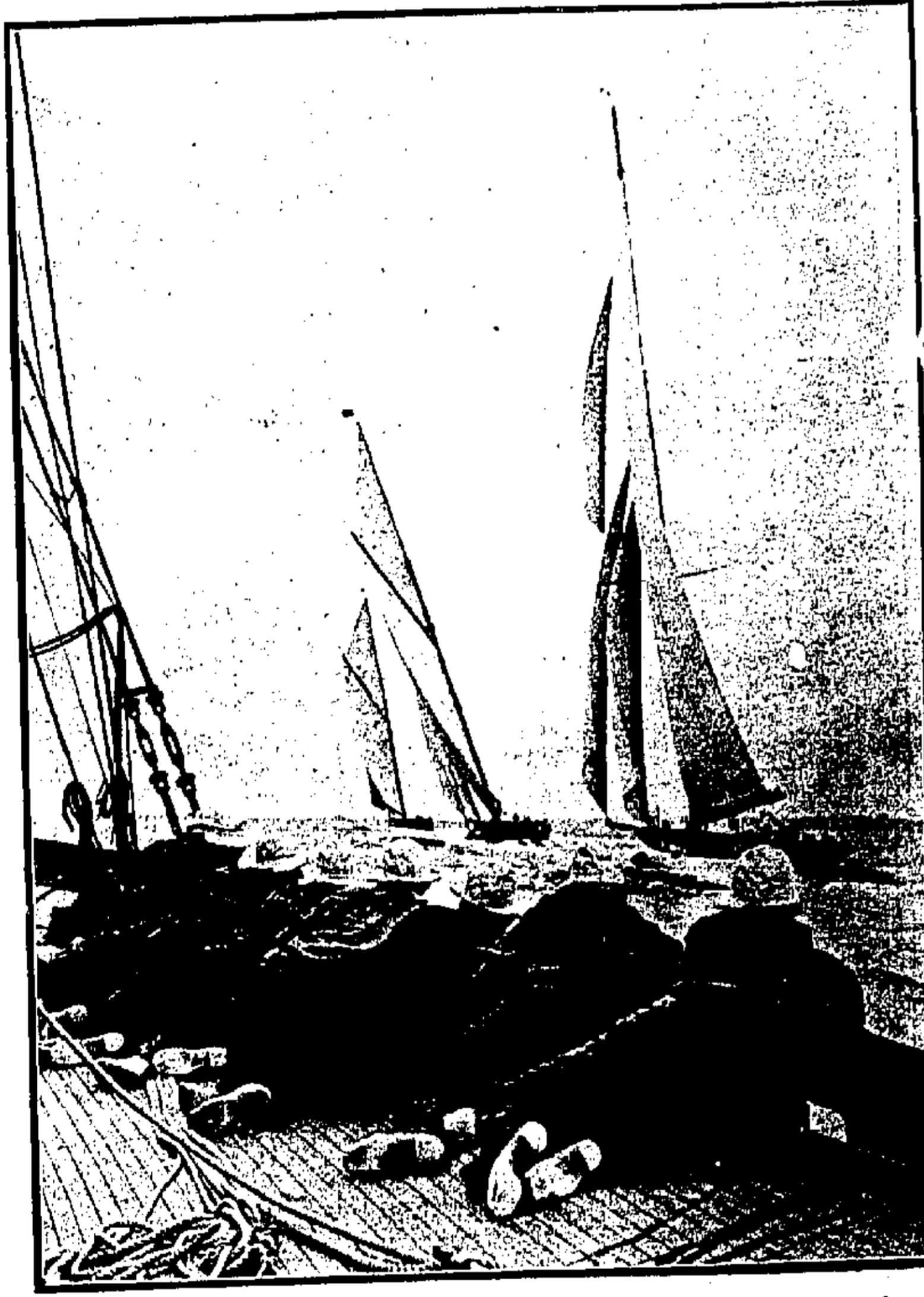
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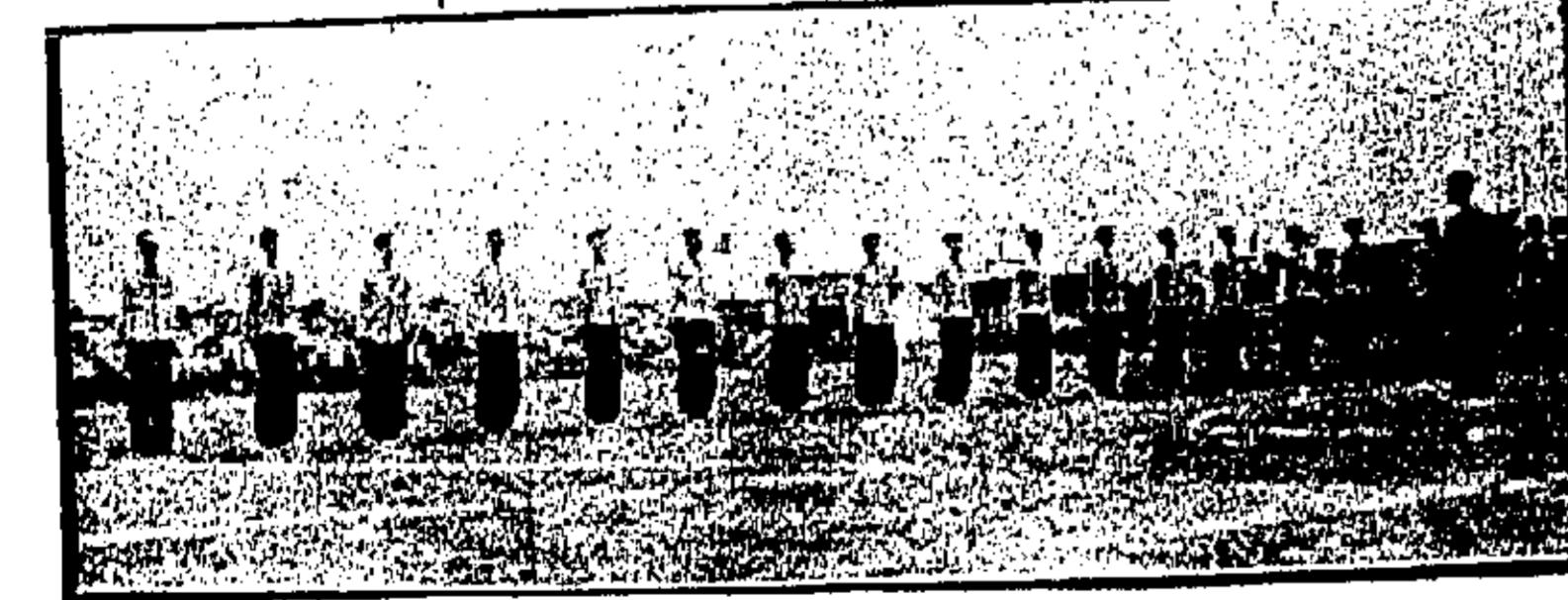
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MR. RALPH A. COOPER, F.I.O.—The well-known and popular Manager of the old established firm of Lazarus for the past 5½ years. Mr. Cooper holds degrees in optical science in Canada, Great Britain and the U.S.A.; and also two certificates of proficiency in the Cantonese dialect. Readers of the "Sunday Herald" have followed his articles, "Things Canadian," with much interest, he being recognised as an authority on Canada.



YACHTING WEEK AT COWES.—Some of the big yachts as seen from the deck of Mr. Andrew's "Candida," "Shamrock," "White Heather II" and "Cambria."—(Sport and General).



CHINESE BOXERS.—The "strong" men of the Chin Woo Association getting into line preparatory to giving an exhibition of Chinese boxing at the North Point Stadium on Saturday last.



NINA AND JACQUES.—Who will shortly fulfil an engagement at the Majestic Theatre, Kowloon.—(Photomaton).



MANOEUVRES AT HOME.—"In-vaders" landing at Sussex.—(Sport and General).

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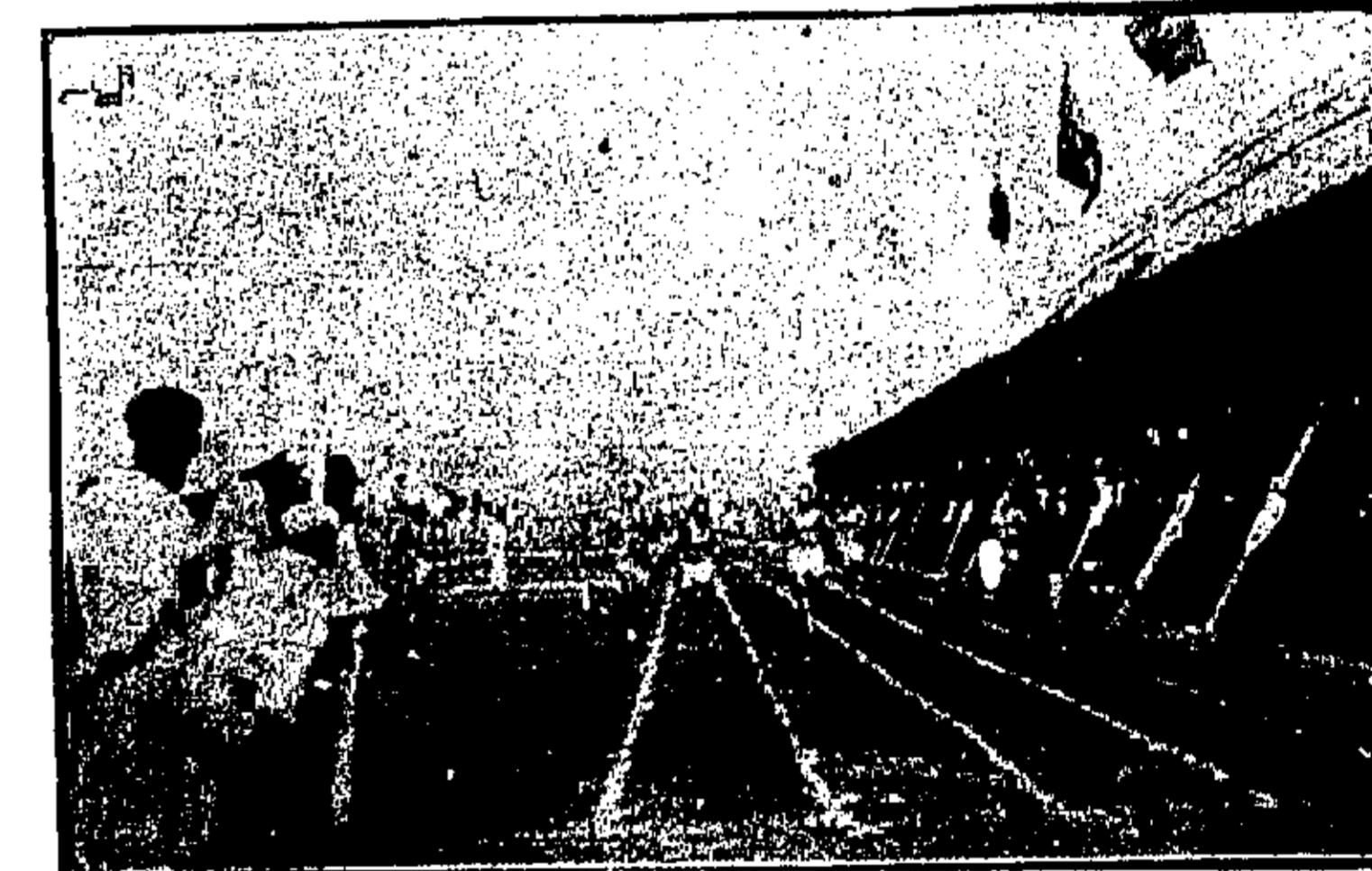
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POLE VAULT.—A member of the Chinese Athletic Association is seen here clearing 2.00 metre at the North Point Stadium on Saturday last on the occasion of the "Big Meet."



BREAKING THE TAPE.—A promising young athlete, Cheung Kwan-sum (C.A.C.) is here seen winning the 200 metre Flat Race at the North Point Stadium on Saturday.



A NOTED ENGLISH MOSLEM PEER.—Lord Headley, President of the British Moslem Society in England, who was secretly married a short time ago for the third time.—(Sport and General).

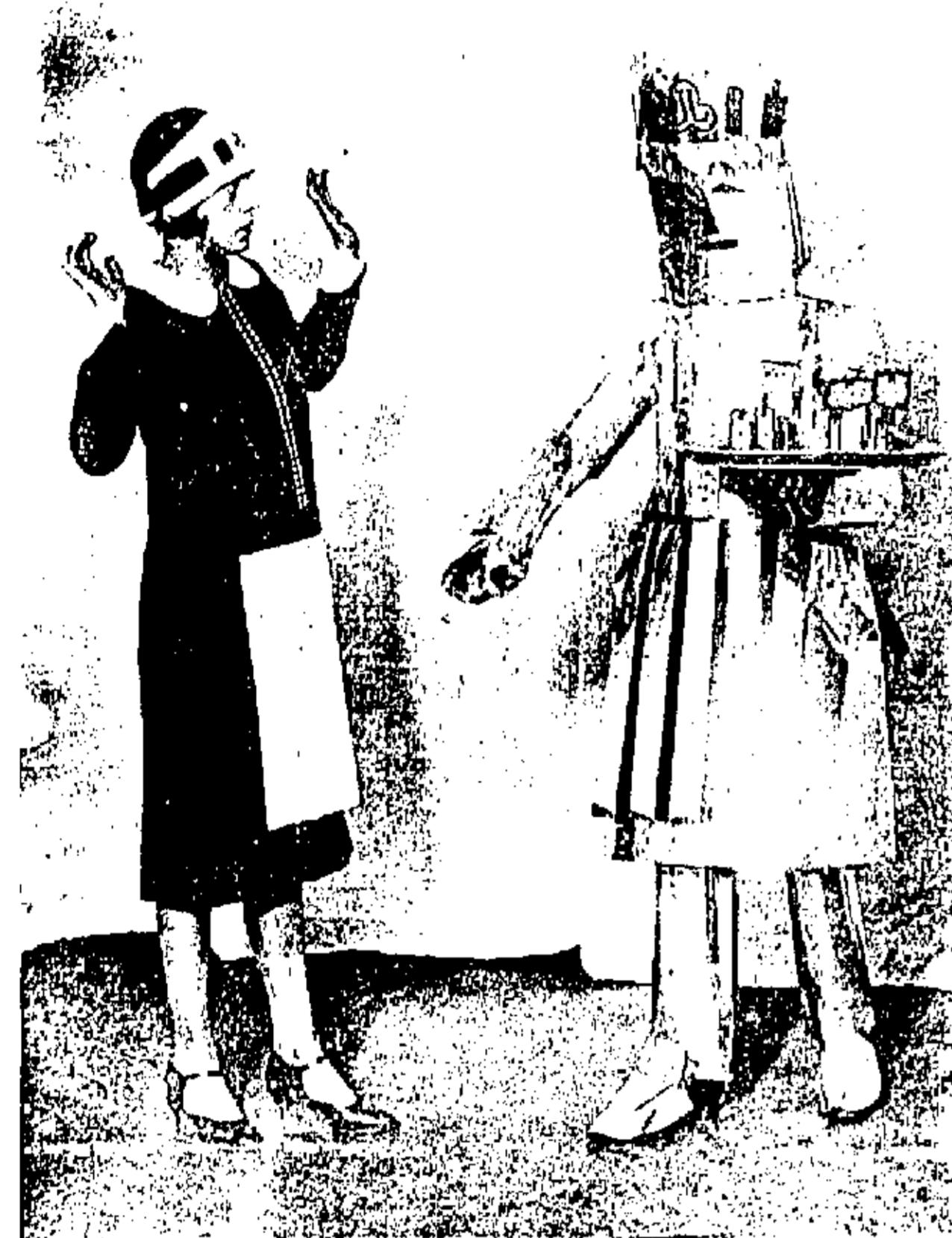


LORD COVENTRY'S PEEAGE RECORD.—He celebrated his diamond wedding in 1925 and succeeded as far back as May 15, 1848, beating the record hitherto held by the fifth Viscount Cullen. Lord Coventry was born on May 8, 1888.—(Sport and General).



CANTON AND AVIATION.—At the Tsinshau aerodrome, prior to the recent departure of several planes for Shanghai. Standing in centre (left) is General Chen Ming-shu (Chairman of the Provincial Government of Kwangtung) and (in uniform) is General Cheung Wai-ting, popularly known as "China's Lindbergh."—(Canton News Agency).

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**Fancy Dress Carnival**

The staff of Messrs. Lyons, the well-known London caterers, whose waitresses are known the world over as "Nippy's," held a carnival ball. The dresses were both beautiful and novel, an amusing feature being the appearance of a "tired nippy." And this is what we are coming to! The 1929 "Nippy" against all the future Robet waitresses, who will no doubt serve refreshments at the wireless request of the customer! (Sport and General)

**THE SEWING MACHINE**

The sewing machine is very often forgotten at Atman cleaning time, and, though everything else is undergoing a thorough overhauling our good friend the sewing machine stands neglected in the corner and, beyond polishing the outer wooden cover, no attempt is made to clean it.

This is a pity, for the few minutes it would take to oil and clean the parts of the machine may have the effect of adding some years to its service; one has only to turn the machine back to observe the almost unbelievable amount of dust and dirt which has accumulated under the feed.

This can be removed, and you can make an instrument for its removal by the simple method of wrapping a piece of rag round either a thin skewer or a hairpin.

Now clean the various parts with a rag well soaked in paraffin, which will serve to loosen old dirt that has hardened and adhered to the parts.

Apply a little machine oil to all

the proper holes, and be sure, before you attempt to use the machine again, to wipe off all the superfluous oil.

**A WONDERFUL GOWN**

A famous dress designer, asked when he thought we would come to the end of the present craze for printed materials, replied that the end was not yet in sight. Moreover, he considered the use of quite plain fabrics distinctly dull, unless the same one could be used in several different tones on the one gown.

He pointed out, as an example of this idea, a wonderful evening gown of tulle. The long moulded bodice, with the deep V decolletage back and front, was entirely unadorned, and allied to a skirt made of flat shaped flounces. The lowest flounce touched the ground at the back and just cleared the insteps in front. Three shades of blue, two of yellow, and one of green, were used for this gown, the bodice being in one of the yellows.

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**CARE OF CLOTHES****SECRET OF ALWAYS LOOKING IMMACULATE**

The secret of always looking immaculate lies not so much with the quantity, or even the quality of your clothes, but with the way you treat them. A dress of the richest material which is in a crumpled condition looks every bit as bad as one made of cheap material in the same circumstances.

It is, of course, impossible to look nice if the condition of your clothes indicates careless handling, and yet the plainest girl can look attractive if she has a well-groomed appearance.

Looking after one's clothes naturally involves a certain amount of time being spent, and without it the money expended on your wardrobe may be considered as wasted or of no account.

It is never wise to wear outdoor clothes about the house, and a time should either be made in duplicate so that one can be worn outside and the other in, or else it should be changed immediately on getting in. Nothing detracts so completely from the smart appearance of a costume as a creased, stained or baggy skirt which has obviously seen harder wear than the coat.

Particular care should be taken on a wet day, for damp, limp clothes will speedily crease; the garments should be removed and hung up in a warm, dry atmosphere and should be pressed before putting away.

**Coat Hangers a Necessity**

Abundance of coat hangers is an absolute necessity, and, when you have got them, use them! So many women will fling a coat over the back of a chair or carelessly hang it on a peg by the collar, and then be most surprised when the coat gets shabby looking and does not hang properly.

Heavier dresses and coat frocks should always be brushed and pressed before putting away. If there are any stains they should be removed, spots of grease can be removed by rubbing them with petrol (which it must be remembered requires careful handling). Place the petrol round the stain and rub with a circular movement towards the middle of the stain. Fruit stains can usually be removed if the part soiled is spread over a basin and sprinkled with borax. Then pour boiling water through it.

Frocks of a more delicate fabric which you do not care to risk washing can be cleaned with petrol in the following way: first of all brush the frock free of any loose dust and then place in a bowl of petrol of which there should be sufficient to cover the garment, and press the garment in this until clean, giving extra attention to any soiled parts and substituting clean petrol when the other becomes dirty. Rinse thoroughly in clean petrol and hang in the open-air until dry, and until the petrol fumes have dispersed.

It is surprising to find how much longer clothes will last if taken care of, and there is no doubt that the time spent is not wasted. It is indeed one of those occasions when "Time is money"—an important consideration with many of us.

**Dance Frock Supreme****LACE AGAIN****HOW TO RESTORE THE COLOUR**

With the return to popularity of lace, the woman with a flair for utilising old things and bringing them into line with the new fashions will have unearthed from her treasure chest some old lace, perhaps aged crochet or hand-knitted lace which has lain in the depths of the trunk for years.

Here, however, she may suffer a temporary setback, for what is the use of lace that is yellow with age? A safe and efficacious method of restoring the colour, however, is to place in very "soap sudsy" water which has been made blue, then boil for about fifteen minutes, afterwards rinsing thoroughly and hanging in the sun to dry.

If treated by this method the oldest lace will regain something of its former freshness.

**Black Lace**

This, of course, is not so easily dealt with, but it can certainly be revived with a little care. Dislodge any loose dust or dirt by brushing with a soft brush, then make a solution by dissolving in water (to which a large amount of blue has been added) some gum arabic, about half a teaspoonful to a gill of water.

The blue will have the effect of improving the colour and the gum arabic will give a little stiffening effect to the lace. Soak in this mixture and after removing the lace squeeze the moisture out of it very gently, and spread between the folds of a thick towel. Press with the hands and leave until partly dry, then iron between two sheets of white paper of moderate thickness, keeping the smooth surface of the paper next to the lace.

On no account touch with the unprotected iron.

**FLORAL PATTERNS****SPOTS ALSO IN THE PICTURE**

The world is beginning to tire just a little of the massed flower effects that result when frocks with floral patterns are worn against garden backgrounds or in profusely decorated ballrooms, and leaf and "scribble" designs are becoming fashionable.

Spots, also, are very much in the picture, sometimes as big as half-crowns and set far apart, or small and scattered irregularly, after the manner of confetti! They are not always of one colour either. Black and emerald discs, for instance, will be set at wide intervals on a background of cream or black-grey, and red ones are disposed on white

**Daintiness And Frills**

Black net features this delightful evening picture frock with its novel shoulder straps of cherry coloured velvet finishing in front with a bow—a note of colour which enhances the black. The full skirt is composed of many frills of net on each side, falling with the still popular uneven hem. A diamond necklace and bracelet complete a charming design.—By Swan & Edgar, London.

Chiffon leaves applique on it in the form of a border.

And another, equally cool in appearance, expressed in black and white spotted foulard, had a white chiffon front, collar and cuffs.

Ensemble coats often differ from frocks in material and one sees quite a number of plain chiffon frocks, accompanied by short, straight, wide-sleeved coats of floral satin; or shiny and "matt" materials are used together. Crepe frocks are, for instance, completed by satin coatees, or when carried out in satin, have a coatee made up with the dull side of the material or vice versa.

**Sleeves Or No Sleeves?**

That is a question that everybody is allowed to decide for themselves as the summer advances. In the spring sleeveless dresses were practically nonexistent. Generally speaking,

frocks without accompanying coats are made without sleeves, whilst those designed on ensemble lines may lack them.

**GAS BRACKETS**

The gas bracket in the bathroom always becomes rusty and shabby-looking if the bracket is anywhere near the wash-basin or bath (because of the steam). If, however, the bracket is rubbed over fairly frequently with a cloth which has been slightly moistened with oil, and then rubbed again with a soft clean cloth, this will have the effect of preventing it from becoming rusty.

Do not put sufficient oil on to allow it to collect the dust, however. A bracket that has become very rusty should be rubbed with fine emery-paper and then given a coating of some good enamel.

**THE DOLLY VARDON HAT SHOP****A DISPLAY OF****NEW AUTUMN MILLINERY**

SPORTS ATTIRE Two & Three Piece  
on Tuesday September 17th.  
St. George's Bldg. Opp. Savoy Hotel, Chater Rd.

**Camelia**

"CAMELIA" solves a problem which has always been a cause of distress to womankind. No wonder that wherever "CAMELIA" is introduced it is permanently adopted! "CAMELIA" is a new idea which entirely supersedes other forms of sanitary pads.

**Insist on CAMELIA.**

Obtainable at all drug and general stores.

**Autumn Felt Hats**

**PEDDER STREET.**  
Opposite H.K. Hotel.

An attractive selection  
now showing.



Lido is the charming and popular pleasure resort on the Venetian coast where Society spend their holidays and display the latest styles in pyjama-beach-suits and day-and-night bathing-costumes. It is in Italy, London, the well-known German cinema star who was booked for London to make a film, enjoying herself on the beach with a huge coloured football.—(Sport & General.)

# ROUND THE GLOBE IN PICTURES

Chinese Students Call on American Consul-General



Prior to their departure from Shanghai for the United States of America, a group of Chinese students, who are to pursue their studies in America, called on Mr. E. S. Cunningham, American Consul-General, when they were warmly received by Mr. and Mrs. Cunningham (in centre of the front row). Addressing the future workers of China, Consul-General Cunningham gave valuable advice and encouraging remarks. (Ah Fong)

## Dry Head May Quit



According to reports Seymour Lowman, above, assistant secretary of the treasury in charge of prohibition enforcement, has been asked to resign by President Hoover.

## May Be Cardinal



It is quite probable that Archbishop MacRory, Primate of Ireland, may be raised to the purple in that event. His Holiness is expected to announce the creation of several new Cardinals following the Consistory to be held in the Autumn.

## High Post



Miss Mae A. Schnurr, appointed to fill the new post of Assistant to the Commissioner of Reclamation as a reward for many years of admirable Civil Service work, is the first woman to be given so high an administrative post in the U.S. Department of the Interior.

## Aviation Exploration, Inc., Shanghai



The staff, reading from left to right, back: Minard Hamilton (Special Representative), James M. Wilson (Field Engineer), Edward L. Fries (Vice-President and General Manager), W. Burns Trundt (Pilot); front: Harry G. Smith (Vice-President and Operations Manager), Mrs. E. W. Miller (Secretary), Dr. George Sellef (Counsel). (Joseffo).

## Simple Way Keeps Doctor Away



William Muldoon, Boxing Commissioner of New York State, is, at the age of 84, in perfect health and attributes it to his strict Spartan health regime. Perhaps his favourite morning greeting is on his estate at Purchase, N.Y., comes from "Suzanne," above, left. At right the commissioner is shown pumping a drink of the purest water from the old pump on the grounds, part of the rigid health programme. He takes great pride in his garden, too, and is seen below, plucking some flowers from his well cared for garden.

## Foreign Y.M.C.A.'s Kiddies Splash Party



Quite a number of the children members of the Foreign Y.M.C.A., Shanghai, participated in the Kiddies Splash Party and Swimming Gala held in the swimming tank recently. After the swimming gals, "cats" were served and a most enjoyable time was spent by all. (Ah Fong)

## Joins Farm Board



Endorsed by scores of farm organisations, it was almost a foregone conclusion that former Governor Samuel R. McKelvie, of Nebraska, would be a member of President Hoover's farm relief board. McKelvie's acceptance of the post now completes the membership.

## Persistence Record



Owen Haugland, Minneapolis, Minn., flyer, made four endurance refuelling flights which failed. Nothing daunted, he tried again, together with pilot Crichton, in their plane, "Minneapolis."

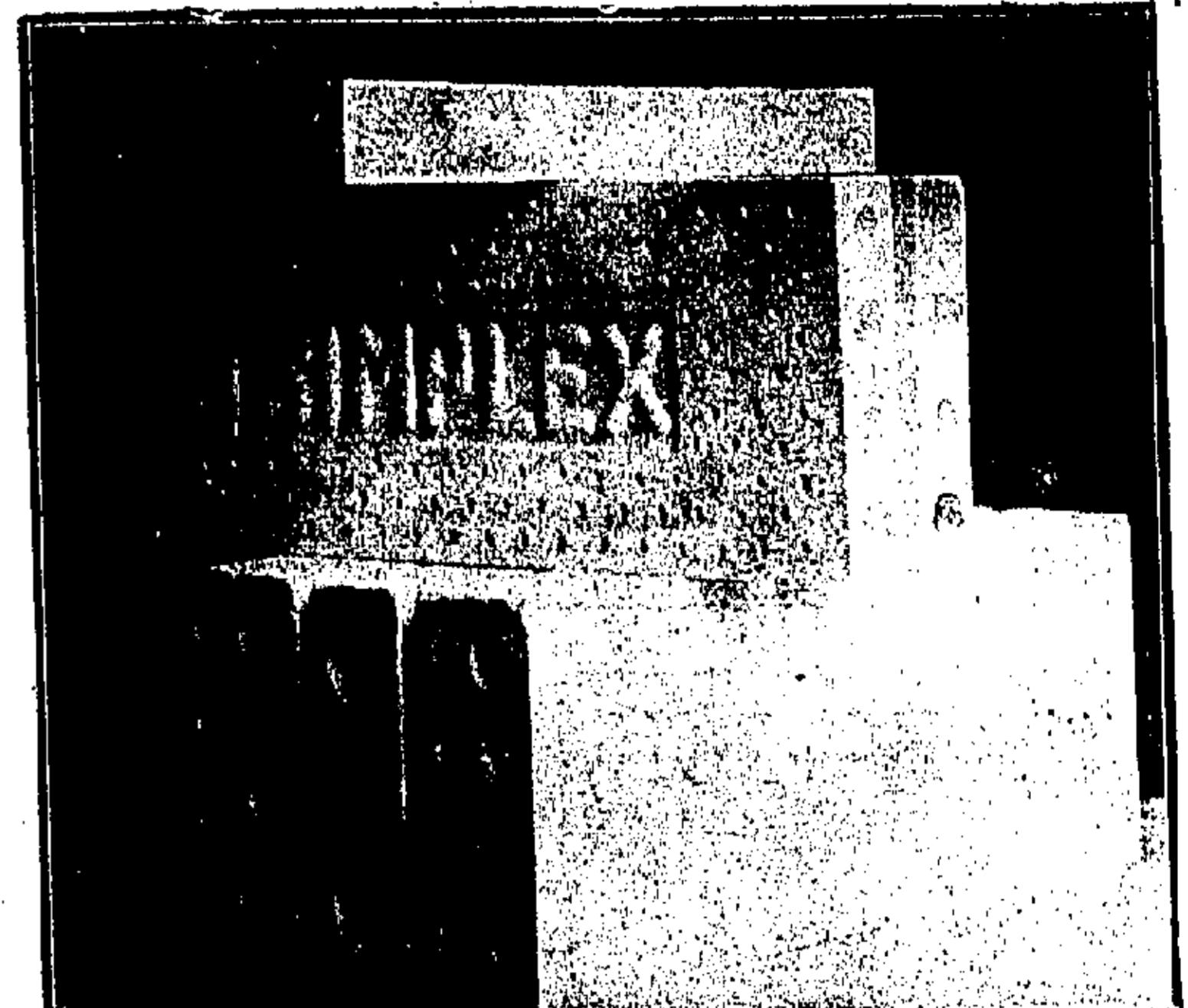
## He Edits Treaties



Secretary of State Henry L. Stimson has appointed David H. Miller, above, of New York, international law specialist, to the post of editor of treaties. He will be engaged in collecting and publishing all such agreements to which the United States is a party.

## SIMPLEX PARTITION BLOCKS

FOR INTERNAL PARTITIONS.  
Made of Pure Gypsum  
FIRE PROOF & VERMIN PROOF.



FOR GREATER EFFICIENCY IN BUILDINGS.

USE  
KEENE'S CEMENT, | GYPSUM FIBROUS PLASTER,  
PLASTER OF PARIS, | GYPSUM PLASTER BOARD,  
SIMPLEX PLASTER CO., LTD.  
Telephone C. 3759. 2nd Floor, Powell's Building.

## Don't Forfeit Your Health to Diseases-of-Neglect



Brush your teeth, of course. But remember that it is equally important to brush gums vigorously, every morning and night. Start now to protect them from diseases that ravage health and often cause loss of teeth.

For the gums, use the dentifrice designed to help keep them firm and sound. Only expert dental care can stop diseases of neglect when once contracted.

When you have used Forhan's for a few days, you'll notice how much better your gums look and feel. And you'll be delighted with the safe, easy way it cleans teeth and helps to protect them from decay. As a safety measure, see your dentist every six months. Start the regular use of Forhan's, today. Do not pay the extravagant price demanded by neglect. Get a tube of Forhan's from your druggist.

### Forhan's for the gums

\* 4 out of 5 after forty and thousands younger pay the extravagant price of neglect.

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AT PRESENT, OUTDOOR WORK ONLY

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ENLARGEMENTS CAN BE MADE FROM ANY PHOTOGRAPH,  
NEW, OLD OR FADED.

### WEDDINGS AND GROUPS A FEATURE

SPECIAL ATTENTION GIVEN TO DEVELOPING, PRINTING AND ENLARGING AMATEURS' PHOTOGRAPHS AT A VERY MODERATE CHARGE.

### PROMPT DELIVERY GUARANTEED.

I can give you as good results as any Photographer in the City and better than 95 % of them  
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By George Studdy

SEE OUR SPECIAL ANNOUNCEMENT  
ON PAGE 6.

S. MOUTRIE & CO., LTD.  
(Victor Distributors),  
CHATER ROAD.

### FLOWER BULBS READY FOR PLANTING

FREESIAS                    GLADIOLI  
LILIES                    NARCISSUS, Etc.  
ASK FOR LIST OF SEEDS  
INSECTICIDES AND OTHER GARDENING REQUISITES

**THE CLOVER FLOWER SHOP**  
10, Ice House Street      Tel. C. 638

### THE PRINCE'S CAFE (HIGH CLASS RESTAURANT)

Has now obtained an Adjunct Licence  
To sell Wines with Meals  
During Tiffin and Dinner  
at  
No. 18A, QUEEN'S ROAD CENTRAL  
(Next to A.P.C. Building).

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ELECTRIC MOTORS, LIFTS,  
PRIVATE PLANTS,  
X-RAY APPARATUS.  
Installed, Overhauled and Repaired.

ELECTRIC SUPPLIES STOCKED  
**LOWCOCK & HO**  
China Building,                    Queen's Road C.

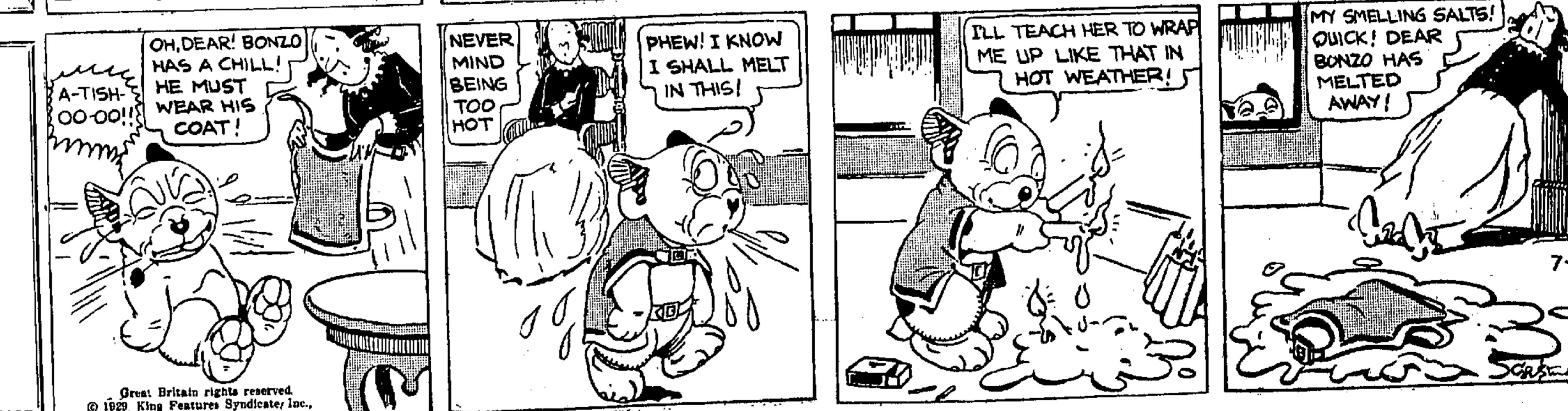
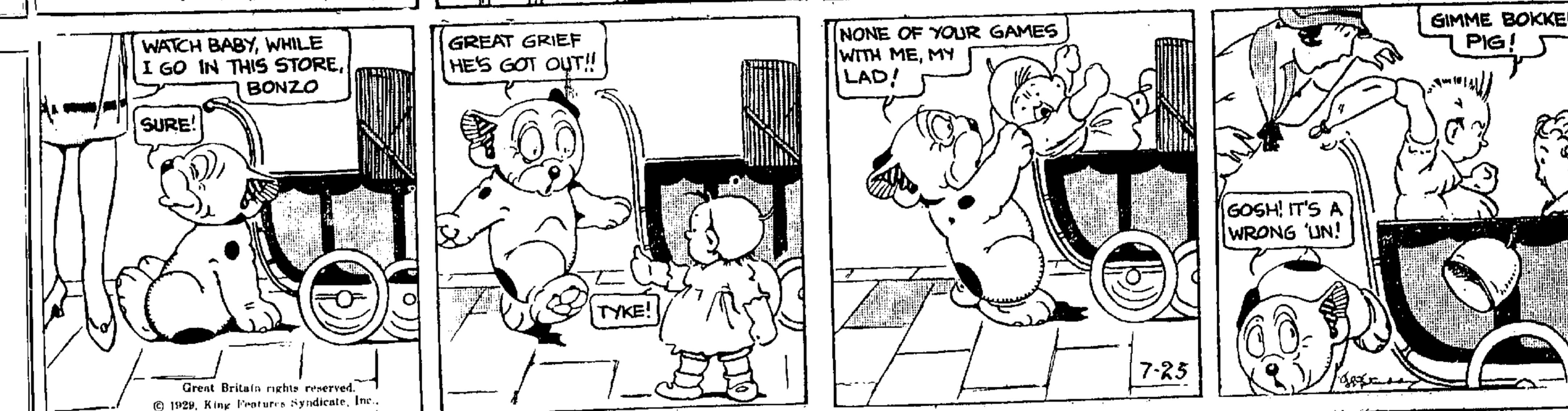
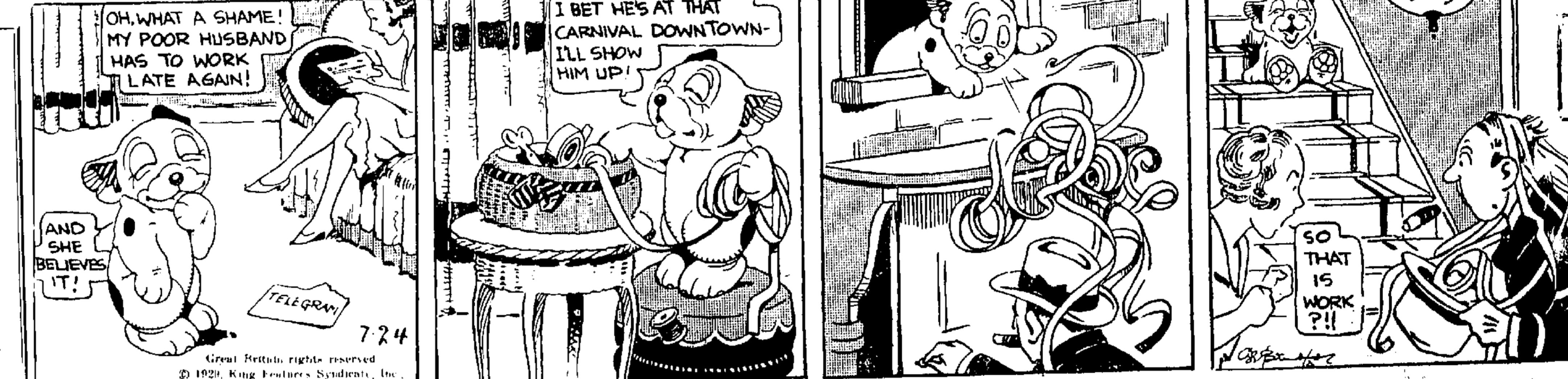
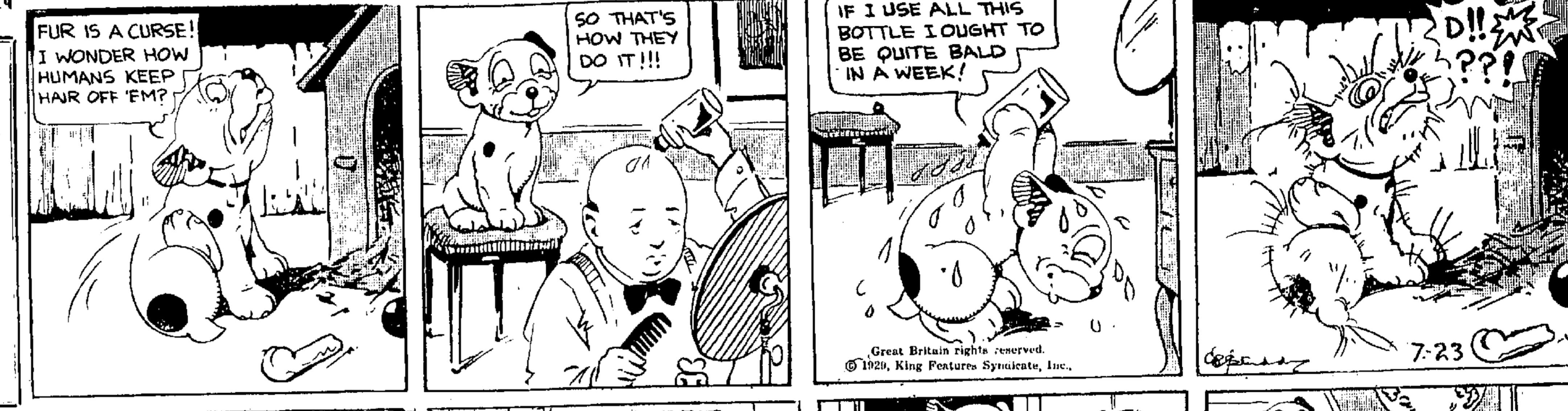
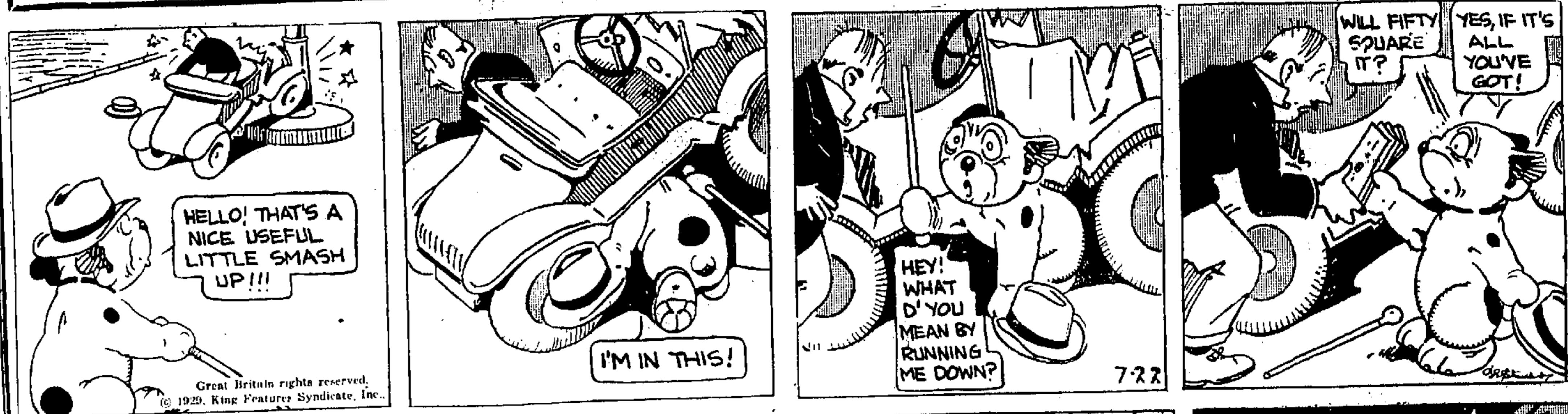
### La Mode Beauty Shop

FOR  
LADIES and GENTLEMEN.

Hairdressing and Manicure  
by Expert Operators in  
Hygenic Surroundings.

TO BE WELL GROOMED, PAY US A VISIT  
39A, QUEEN'S ROAD CENTRAL. 1st Floor.  
Entrance Pandora.

BONZO



# NEW GOODS at WHITEAWAYS

**37 CASES EX. S.S. MANTUA.**

**SPECIAL DISPLAYS IN ALL DEPARTMENTS**

ON

**MONDAY, SEPTEMBER 16TH.**

**WHITEAWAYS, THE STORE FOR VALUE HONG KONG.**

## LILIUS SENTENCED

(Continued from Page 1.)

and got a bracelet valued at \$45, for which he did not pay. On July 8 the Pioneer Silk Store is pressing him for payment of their account \$175.50, and their energetic assistance is actually in the defendant's bed-room pressing him for payment while he was shaving. Defendant said, "Let me finish my shave, and I will give you a cheque." Having finished his shave, he opened a drawer and then said that he had only two cheques in his cheque book, and that he required them for two larger cheques he had to draw.

The Pioneer Store assistant refused to leave the room without getting his money. The defendant then said that he would borrow and pay him that night. He did not do so. That very day defendant had increased his indebtedness to Sheriff Brothers by purchasing three pairs of king fisher bangles for \$12—not very expensive—but still, he did not pay for them. The proprietor asked for payment of his whole account but the defendant said that he was going to Macao, but would pay on his return in two or three days.

## Non-Payment of Bills

He left for Manila (not Macao) on the M.S. "Canton" on the early morning of July 9. He tried to leave the Peninsula Hotel without paying his bill but the management, although he told them that he was going only to Macao, had by that time reason to be suspicious. They would not allow his luggage to go, and he ultimately got a guarantor, who, I understand, has since paid his Hotel bill amounting \$756. The defendant has produced several publications in order to show that he is a journalist of repute. He may be, but the production of these has proved nothing with regard to his financial state. He states that there is plenty of money owing to him and that all he had to do was to cable for it. If that is so, it is difficult to understand why he did not cable for some at the beginning of July, when his creditors had begun to press him. I am forced to the conclusion that the amount of money at his command was quite inadequate to pay the debts that he was incurring.

## A Free Passage

Now the defence, in order to show that the move to Singapore via Manila was not a hastily arranged scheme to evade defendant's creditors, have called Mr. Blaker of Messrs. Gilman & Co.

His evidence proved that by about June 14 defendant knew that he could count on a free passage to Colombo on the M.S. "Canton" about the end of June.

It also proves that defendant was informed later that if it was not convenient for him to sail on the "Canton" a later passage on another boat could be arranged for him.

Now I regard this evidence as more against the defendant than in his favour. It shows that he knew that while he was obtaining certain of the credits, an easy exit from Hong Kong was available. The defendant says that on July 8 he got a message asking him to go to Canton. He accordingly arranged to go on the "Sui Tai" on the morning of July 9, the morning on which the "Canton" was also sailing. After getting out of the Peninsula Hotel, however, he suddenly changed his mind and decided to revert to his original plan of going to Colombo on the "Canton," so that even on his own admission, he made an eleventh hour change of plan.

## A Change of Plan

He has given no very satisfactory explanation of this change of plan. My opinion is that if there was a change of plan it was because he now felt that his period of credit in the Peninsula Hotel and with his tradesmen creditors was exhausted. The "Canton" offered him free board and lodgings and escape from his Hong Kong creditors.

When the defendant was handed over to Sergeant Whelan in Singapore on July 30 he had \$2 on him. He says, however, that he had about \$20 when he was arrested by the Singapore authorities.

Whether the defendant would have returned to Hong Kong or not, had he not been arrested, is a question which it is impossible to answer, but

## TRAGEDY OF A PET

On my way to the office (says a Home writer) I saw a number of children standing sadly round a cat—a beautiful Persian—which had paid the penalty of trying to cross the road in front of a motor-car.

Presently a girl of six years came along and discovered it was her pet that had been killed.

Although the little thing was covered in blood and dust she took it tenderly in her arms and went home crying bitterly.

I learned later that the pet had found a resting-place in its favourite corner of the garden.

## SHIP SUNK

## Danger to Navigation in West River

## THE "SUN WAI ON"

It is reported that the s.s. "Sun Wai On" has sunk in the West River near Tai Sze Lau, 16 miles from Moonbeam.

No loss of life is reported, but the wreck as it lies is a danger to navigation, and master mariners are warned accordingly by the Harbour Master, Hong Kong.

## A TIME SAVER

## The Legend of a Motor Car

Harris banged his office door shut, and with a sigh of relief rang for the lift. He'd had a busy day, and felt more than a little tired. The thought of a good dinner and an easy chair quickened his step, and as he hurried along toward the City Hall he noted with envy the number of business drivers driving home in their cars. "Hello, Harris, off home?"

The speaker was a business acquaintance who lived in the same street as Harris, and the two men often tramped home to the Peak together.

"Yes," replied Harris. "Are you catching a Peak tram?"

"Tram?" replied his friend, in a tone of disgust, "no fear. I've just bought a car—I'll run you home if you like."

Harris accepted his friend's offer, and the two men set off for the parking area at the City Hall.

"It's secondhand, mind you," explained Ames, half apologetically,

and although she doesn't exactly look a picture, she gets me where I want to go, and that's the main thing. The fellow whom I brought it said she'd only done a few hundred thousand miles, and what's that to a good car?"

Harris mumbled something about "a mere trifle," but he wasn't exactly conversant with the capabilities of automobiles.

"She'll take me anywhere," continued Ames, enthusiastically, "with the maximum of comfort in a minimum of time.... Ah, here we are."

Harris blinked his eyes and took a second look, then touched the thing to make sure it was real. Yes, it was real all right.

Pull Like the Devil

"What do you think of her?" asked Ames. "She's no oil painting, but she can pull like the very devil!"

"Not too bad," said Harris, but wished he hadn't been quite so ready in accepting the offer of a lift.

As the door refused to open, he climbed in and sat down heavily on a very hard and protruding spring. Ames was at the front of the thing very energetically turning a handle, and a few minutes later his face bobbed up looking very red, and he muttered something about being cold. Harris didn't think Ames could be referring to himself, judging from his complexion. However, he tried again with renewed vigour, and this time he was rewarded—more so than he expected. There was a deafening explosion, and, to Harris, everything went misty. He expected to find the car, with him inside, perched on a neighbouring treetop, but when the smoke cleared away they were still on terra firma. The whole machine was shaking and trembling to an accompaniment of grunts and groans. It sounded almost human.

By this time Ames had seated himself behind the wheel and was fooling about with levers and pedals. Harris waited for something to happen. It did. Just at what rate the car shot across the road Harris couldn't be sure, but was certainly surprised at its speed capacity. After much fumbling and noise, Ames managed to back off the pavement, and, with a determined look on his face, headed for home.

They clanked along Stubbs Road and up and round "ever so far," nearly taking the limb of the law on point duty with them. Ames was getting his nerve back, but was still trembling slightly. He had been too worried and busy to speak much, but now that they'd got going he settled back in his seat, and with a smile of satisfaction, remarked: "Runs very smoothly, doesn't she?"

Between the jolts Harris managed to reply, "yes, but haven't you got a flat tyre?"

"Don't be an ass," said Ames, "why, the tyres were new with the car."

## IN HIS GOOD TIME!

Meerschaum pipes are again becoming popular, but it is the younger who is taking to them. The original and only real meerschaum pipe, which in the trade is known as the Queen of Pipes, is made from a porous clay found in one district of Asia Minor. Half the pleasure of smoking these pipes is in colouring them, a matter which requires care and skill. I have seen meerschaums as black as your hat.

—D. BROWNING.

## NEW ADVERTISEMENTS

## THE HONG KONG BRANCH OF THE ENGLISH ASSOCIATION

HIS EXCELLENCY THE GOVERNOR, Sir Cecil Clementi, K.C.M.G., will preside at the constituent meeting to be held in the Cathedral Hall on MONDAY, September 30, at 5.30 p.m.

All who are interested are invited to attend.

The business of the meeting will be to resolve itself into a Branch of the English Association to elect Officers and a Committee and to approve rules for the working of the Branch.

Those wishing to join the association who would like to receive copies of the agenda and notice of meetings, are asked to communicate with the undersigned.

ROBERT K. M. SIMPSON,  
The University;

## G. R. PUBLIC AUCTION.

## PARTICULARS &amp; CONDITIONS

of the Sale by Public Auction to be held on MONDAY, the 16th day of September, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Tai Kok Tsui, in the Colony of Hong Kong, for term of 76 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 76 years.

PARTICULARS OF THE LOT.

No. of Site Registration No. Kowloon Island Sea Section of Tai Kok Tsui Street and Solar Street.	Locality Registration No. Kowloon Island Sea Section of Tai Kok Tsui Street and Solar Street.	Boundary Measurements			Cultivation in Acres about	Annual Rental per Acre as U.P.R.	Total Price
		W.	E.	S.			
					about	16.66	16.66
					As per site plan.	6.020	30.00



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## LONDON GIN

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AND

## DRINK

## NICHOLSON'S

Sole Agents—

T. E. GRIFFITH, LTD.

6, Queen's Road C. Tel. C. 3517.

## To Maintain Your Strength During The Hot Weather You Must Have Vitamins

Vitamins are minute foodstuffs necessary to maintain life and are an essential part of your daily diet.

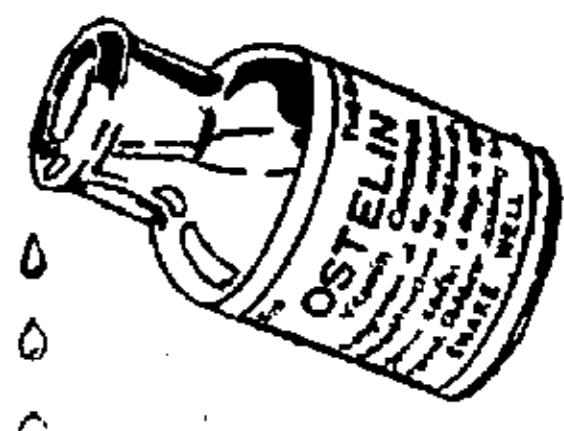
The constant digestive disturbances inseparable from life near the Tropics tend to exhaust the body of its store of vitamins. Slight disorders of the bowels lead to lasting lassitude and weakness. Dysentery, diarrhoea, all leave one exhausted and chronically "tired."

Purgatives are only temporary remedies; a two months' course of Ostelin gives lasting results, for it is concentrated Vitamin D, the one vitamin essential to normal digestion.



Ostelin is the Vitamin D concentrate in Glaxo which makes that milk powder the best available for your baby.

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P.O. Box 84. Tel. C. 2523.



OSTELIN  
Renews The Strength  
Ask your Doctor!

## FOR QUALITY.



SMOKE  
CAPSTAN  
THEY ALWAYS PLEASE

This advertisement is issued by the British American Tobacco Co. Ltd. M.R. 120-224

## TRAGEDY OF A PET

On my way to the office (says a Home writer) I saw a number of children standing sadly round a cat—a beautiful Persian—which had paid the penalty of trying to cross the road in front of a motor-car.

Presently a girl of six years came along and discovered it was her pet that had been killed.

Although the little thing was covered in blood and dust she took it tenderly in her arms and went home crying bitterly.

I learned later that the pet had found a resting-place in its favourite corner of the garden.





## Charing Cross Again

One can never be quite certain of anything that is going to happen in London to either bridges or traffic, so that whatever is written about the new Charing Cross bridge scheme will have to be read with the possibility of the plans coming to naught, as they have often done before. But this much is certain that an agreement has been arrived at between the Ministry of Transport and the London County Council on the one hand and the Southern Railway on the other for removing Charing Cross station to the south side of the Thames and constructing a new road bridge over the river. The shareholders have to express their approval. The site of the proposed new station is between the existing railway viaduct and Waterloo Road. The new station will be equivalent in capacity to the existing one at the end of the Strand, which it could easily be, and the new hotel will be superior in character, if not better than the present Charing Cross Hotel. Of course there is the question of compensation, and the promoters of the much-needed scheme (i.e., the Ministry of Transport and the L.C.C.) have agreed to pay £325,000 to the railway company as compensation for loss, though to be paid on year after statutory powers for the execution of the scheme are obtained, and the balance when the existing Charing Cross Station is finally closed to public traffic.

## A New Bridge

The matter is one of far-reaching dimensions, and will involve a gross expenditure of £12,500,000 on the part of the two principal parties concerned, i.e., the Ministry of Transport and the London County Council. The scheme it proposes to shut Charing Cross Station to the latter end of the river, but to re-construct a new bridge on the adjacent site in Waterloo, and to build a "circular circus" at the end of the Strand where the station now is. On the Lambeth side much traffic will be thrown upon the Waterloo Road, and to lessen the difficulties there, especially on the crossing to the approach to the new bridge, a "circle" will be formed where the New Cut intersects.

## Is the Old Vic Coming Down?

The meaning of this is that the "Old Vic" will have to be demolished. This theatre, which is probably as well known as Drury Lane throughout the world, was opened on May 11, 1818, as the Coburg, and has since pursued a chequered and somewhat heretic life. Its history is the history of the drama in London for a century. Some years ago Miss Lilian Baylis took it in hand, and transformed the one-time music hall, of doubtful reputation into the home of Shakespeare and opera at a time when the commercial theatre looked askance at both forms of entertainment. Miss Baylis has made Shakespeare pay. Just over a year ago she spent £27,000 on restoration work and alterations, at the behest of the London County Council, a scheme which would probably have been withheld if the present plan for rebuilding Charing Cross Bridge had been known. But it was not known until lately, and Miss Baylis first heard of it on holiday. Not that the Old Vic is to go entirely—London has grown too fond of this "temple of the drama" to tolerate that for the L.C.C. proposes that "a new building to reinstate that institution" shall be erected on the circus. There is this consolation, that if the Charing Cross scheme is carried out no quicker than the rebuilding of Waterloo Bridge, the Old Vic will have tumbled down from sheer decay before it is finished.

## Phantom Millions

The romantic case of the L'Epinne millions, one of the most sensational actions of modern times, has ended unsuccessfully for the three Mason sisters, who staked every penny they had in an attempt to

win a fortune estimated to amount to between £2,000,000 and £5,000,000, and lost. To find the origin of the case we must go back to the later years of the eighteenth century when Miss Marie L'Epinne died at Portsmouth, leaving a fortune of £45,000, but no will. In the intervening years that modest sum had grown to millions. When the lady died it was assumed that she was illegitimate, and as such had no heirs at law. King George III, good man, bestowed the property on her administrators, Admiral Earl Howe and Countess Howe and their two surviving daughters, Baroness Howe and the Marchioness of Sligo, on condition that the money should be restored if a right to it should be established. So during a hundred years or more the modest £45,000 steadily increased. Then in July 1921, no earlier, it was discovered that Maria's parents had been secretly married in 1765. There, in the crypt of St Martin-in-the-Fields, was an entry proving that vital point. No fewer than ten claimants sprang to light, basing their claim on the fact that there were no living descendants of the Howe family, while they were the descendants of Abigail Eccles, the aunt and heiress-at-law of Maria. They threw all their energy and money into establishing their claim. Hundreds of pounds were spent in search fees, and thousands of costly documents in the Record Office and in Somerset House were examined. In all five years were spent on this task, and the claimants were not satisfied when one eminent judge decided against them. Ultimately they decided on an attempt to recover the fortune on a petition of right. In this they have failed, for Mr. Justice Romer decided that the petition was barred by the Statute of Limitations; the Court of Appeal upheld that decision, and the House of Lords has refused an extension of time for an appeal to them. One hundred years too late, that is the ultimate decision of the law, and the £175,000 millions are safe in government keeping.

## Malaria

Mr. A. W. Ross, of the Rubber Research Association, has been elected chairman of the Ross Institute Industrial Anti-Malaria Advisory Committee. The methods by which the committee can best help tropical industries in their industrial problems have been explained by Sir Malcolm Watson, who pointed to the fact that now, 30 years after Ross had made his great discovery, only one or two countries had made any use of it, although it afforded a means of controlling the disease which cost more in men and lives than any other in the world. The remedy, he said, was to get estate doctors, managers, engineers, etc., to come to the Ross Institute when on leave, and learn what can be done to control malaria. They would come with plans of their estates and statistics, to facilitate the solution of their problems. The Executive Committee had arranged a subsidy for certain men who were doing special work in malaria control in the tropics—control which was not necessarily a question for the medical man, but for the entomologist and the engineer. Meanwhile this "Nimrod of the tropics" as Sir Ronald Ross has been called, without whose work the Panama Canal could never have been cut, and thousands of lives in different parts of the world would have been sacrificed, is fighting his way back to health from a serious illness, and the Ross Award Fund is a long way off the million shillings for which Sir James Barr made eloquent appeal in May last.

## League of Mercy

It was delightful in the garden behind St. James's Palace when Princess Mary, in her frock of peach-coloured lace, looking as fresh and dainty as the flowers themselves, shook hands with hundreds of people, all workers

for the League of Mercy. In the queue that lined up for the handshaking were Lilian Braithwaite, in a navy georgette wrap and pink hat, and Lady du Maurier in blue. Lady Alexander was there, looking no whit the worse for her recent tussle with burglars, and wearing plenty of pearls too. Princess Marie Louise and Princess Helena Victoria were sympathising with her over her adventure.

## Gifts for Princess Elizabeth

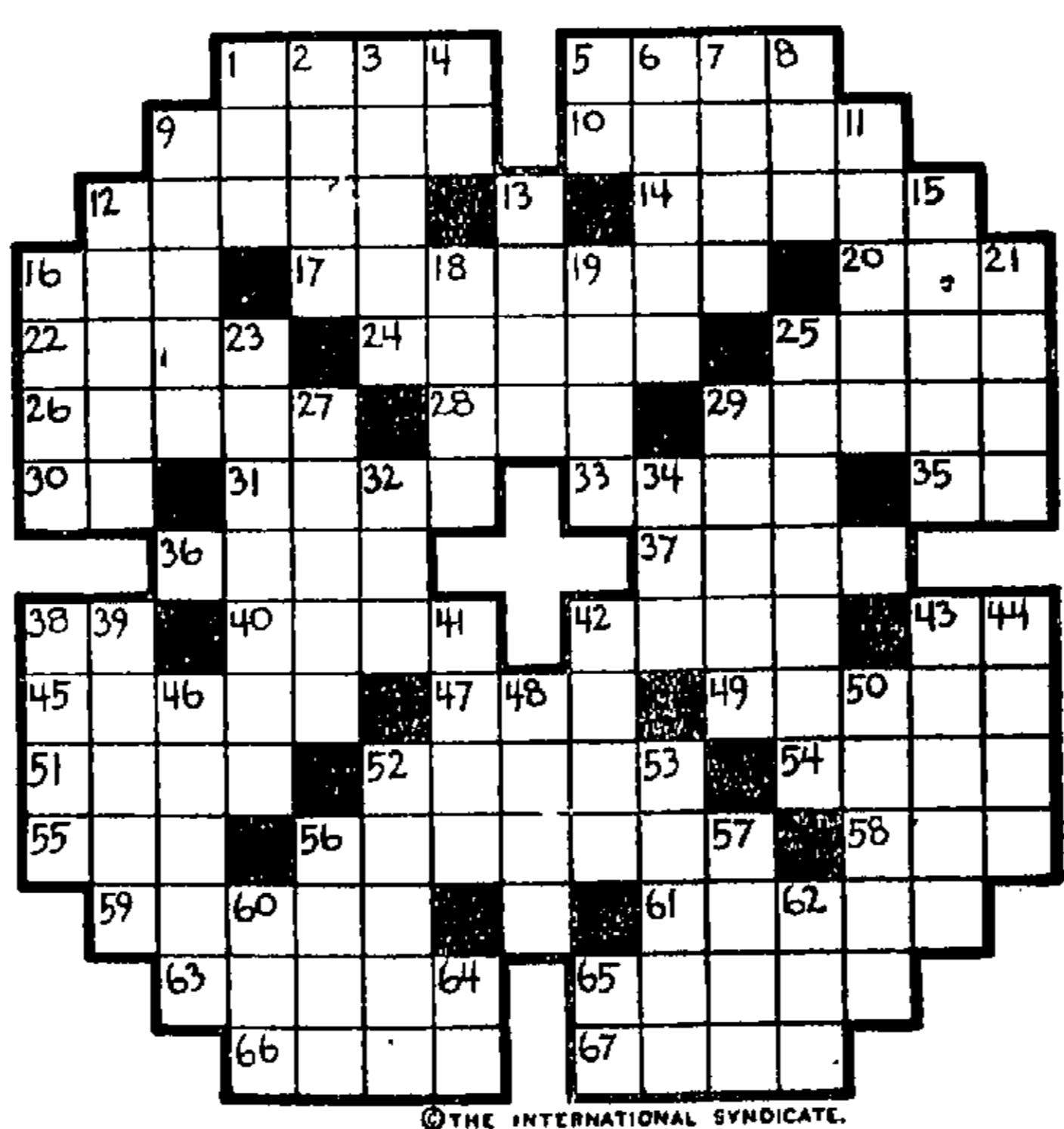
Shrieks of delight were heard coming from Princess Elizabeth's nursery at 145 Piccadilly the other day. They were caused by the arrival of a very beautiful Japanese rug, which the Duke of Gloucester brought home for his small niece. It is a fascinating affair of beige-grey silk and wool, with a huge splash of scarlet and brown across the centre where Red Riding Hood is being pursued by the wolf. Another gift from this generous uncle took the form of a little blue satin kimono. The pink blossoms embroidered on it signify especial honour and announce that the wearer is an aristocratic lady of both beauty and goodness.

## The Craigavon Wedding

One of the most important social functions of mail week was the wedding of the Hon. Aileen Craigavon to Lieut.-Commander R. G. H. Linzee, R.N. Viscount Craigavon brought his daughter to St. Margaret's, Westminster, in a large emerald green motor car, and himself arranged the bridal veil. Dr. D'Arcy, Primate of All-Ireland officiated, and distinguished guests included the Duke of Abercorn, Governor of Northern Ireland, with The Duchess, and Lord and Lady Carson, whose young son, the Hon. Edward Carson, acted as page. The bride's lovely satin gown had a girdle of pearls and a four-yard long train of satin. Her tulip veil was held in place by a halo of pearls. Her six bridesmaids made a very attractive group in their dresses of rose green tulip and lace. Each carried a sheaf of Madonna lilies.

## OUR CROSS-WORD PUZZLE

This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.



## HORIZONTAL

- 1-Hurl
- 2-Wooden flute-like instrument
- 3-Knocks
- 4-Belonging to them
- 5-Mountain range in N. E. Utah
- 6-Period of time
- 7-Precious stone
- 8-Part of human body
- 9-Globe
- 10-Beadles
- 11-Native of Africa
- 12-Liquid measure (abbr.)
- 13-One of the Cyclades
- 14-River of Tuscany
- 15-Period of time
- 16-Part of Blите (abbr.)
- 17-In France, an abbot
- 18-Bottle
- 19-On
- 20-Cutting
- 21-Raminder
- 22-Pronoun
- 23-A casket
- 24-Wild (Scot.)
- 25-Forever
- 26-Tear

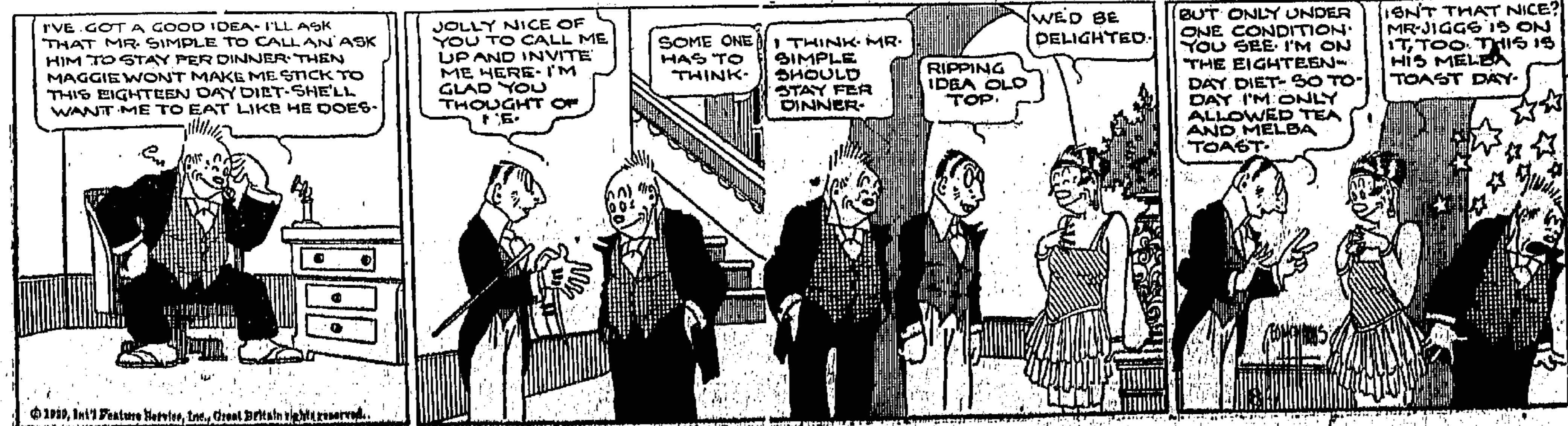
## HORIZONTAL (Cont.)

- 52-Pertaining to the sun
- 53-To let fall
- 54-Head
- 55-Pertaining to an apex
- 56-Suffice for forming diminutives
- 57-A mournful song
- 58-Percolates
- 59-Wickedness
- 60-Timbers for extending sills
- 61-The trunk of a tree
- 62-Island (post)
- 63-Long braid of hair
- 64-Among
- 65-A shoot of a plant
- 66-Till sats (abbr.)
- 67-Ordnance Department (abbr.)
- 68-Tied
- 69-Indian hemp
- 70-Small booth in a market
- 71-Endeavored
- 72-A genus typical of Amidas

## VERTICAL (Cont.)

- 10-Malicious burning of a structure
- 11-Surf
- 12-Southern constellation
- 13-Sole
- 14-Greatest amount
- 15-Snatched
- 16-Supplied with air
- 17-A path or track
- 18-Spring flower
- 19-Evening (post)
- 20-Land measure
- 21-To trample
- 22-Roman cupid
- 23-Images
- 24-To drink excessively
- 25-To strip a vessel of its rigging
- 26-An ancient country of Greece
- 27-Pendants
- 28-Files down
- 29-Exchange premium
- 30-Loyal (post)
- 31-Scrape
- 32-Before
- 33-Topographical engineer (abbr.)
- 34-Musical note

## BRINGING UP FATHER



## TO-DAY'S RADIO

## "St. John's Cathedral"

## TO BE RELAYED

The following programme will be broadcast to-day from the Government Broadcast Station Z.B.W. on 350 metres.

1.45 p.m.—Weather Report.  
5.55 p.m.—Evening Service relayed from St. John's Cathedral.

7.45 p.m.—Evening Weather Report.

8 p.m.—Evening Programme (Columbia Records supplied through the courtesy of Anderson Music Co. Ltd.).

"Sleepers Awake" (Bach—Busoni), "Prelude in C sharp minor".

Pianoforte Solo, William Murdoch, "Mein Gott die Prüfung" (Boito).

La Scala Chorus of Milan, "La Gioconda Finale" (Ponchielli).

Eva Turner, E. Rubadi, F. Ciniselli, L. Paci, B. Carmassi & La Scala Chorus, "La Traviata" (Puccini), Selection, "New Queen's Hall Light Orchestra."

"Romeo et Juliette—Gavatina" (Gounod), "Carmen Flower Song" (Bizet), Tenor, M. G. Thill.

"The Creation" (Haydn), Boy Soprano, John Bonner, "Adagio from Toccata in G major", "Arioso" (Bach), Cello Solo, Antoni Sala.

"Gipsy Dan" (Tharp & Rusell), "Leaving" (Wright & Bennett), Baritone, Raymond Newell.

"Quartet in E flat" (Schubert Op. 126) Pianoforte Solo, Ethel Leginska.

"The Windmill Man", Selection, Jack Weaver & Court Symphony Orchestra.

10.30 p.m.—Close Down.

## MOVEMENTS OF STEAMERS

The C.P.S. R.M.S. "Empress of Russia" from Hong Kong on August 21, arrived at Vancouver on September 5.

The C.P.S. R.M.S. "Empress of Asia" from Hong Kong on September 4, left Yokohama on September 12 at 3 p.m., and is due at Vancouver on September 20.

The C.P.S. R.M.S. "Empress of France" arrived at Shanghai on September 13 (Fri.) at 7.30 a.m., leaves Shanghai on September 14 (Sat.) at 4.30 a.m., and is due at Hong Kong on September 16 (Mon.), a.m. She leaves Hong Kong on September 17 (Tue.) at 5 p.m.

There is, in this Colony, a small Flying Insect, in appearance similar to a large Ant with a body of bright Emerald green, which preys on

## COCKROACHES

This Insect, which will be found in the vicinity of Ice Chests, etc., appears in attack to blind its enemy before dragging it away.

It is just as well for Messrs. Peterman, that these Insects are not more numerous, but to-day the fact remains that

## PETERMAN'S ROACHFOOD

Is the most efficient preparation obtainable for the definite extermination of one of our greatest pests : —

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## PRESERVE YOUR

## YOUTHFUL

## APPEARANCE

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Queen's Road Central.

## LAST WEEK'S SOLUTION.

PROPOSED	RELAYER
RUMBLESTYRE	EVIE
ENEMIES	PANAMAS
PALE	DAET SUPPO
ROTAT	SYRUP GLOW
ENSURES	SIRES TAPE
CENTERED	SEAR SARAH
ORIENTED	LETTER
NETS	SAVOR WAGRE
ALLES	NEVER LISP
GROD	NEE HALLO
EVADING	LEADERS
RA	WHEELERS STOP
STICK	DEPOSED



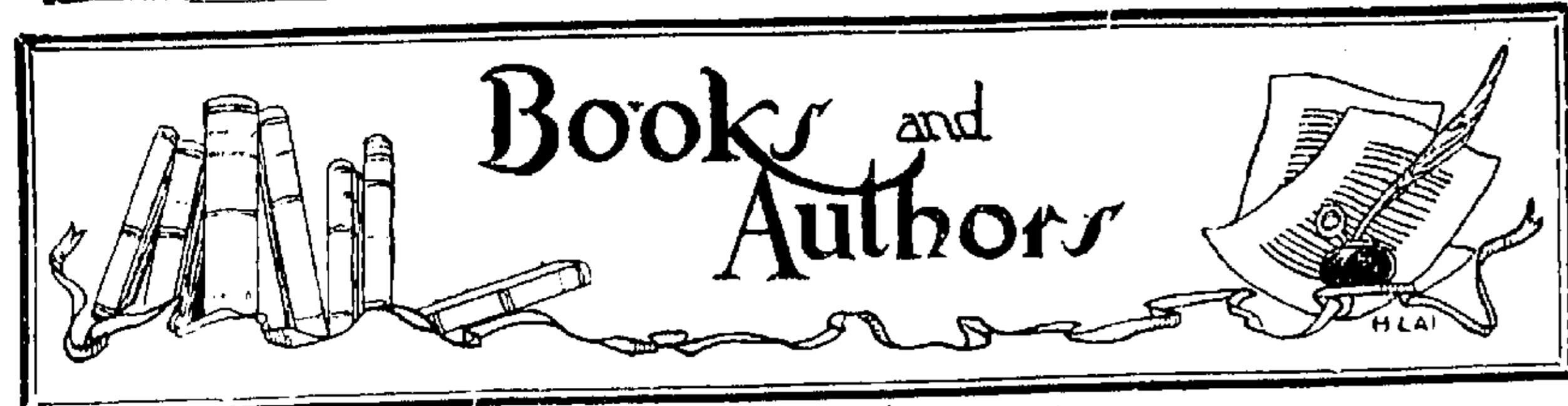
If,

for any reason you can't nurse your baby or he is not thriving on your milk—put him on

## "BEAR BRAND"

NATURAL STERILIZED MILK  
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China Building,  
Hong Kong.

**"HERALD" REVIEWS****SOUTH SEA TALES**

**"White Shadows in the South Seas."** By Frederick O'Brien. (Hodder and Stoughton. 7/6d.).

**"The First and Last of Conrad."** (Ernest Benn. 7/6d.).

**"The Chimney Murder."** By E. M. Channon. (Benn. 7/6d.).

(By "Bookworm")

The South Sea Islands, although they have been sadly over-written, and mostly over-praised, can never be over-praised, at least, not so far as the idle reader is concerned. Their charm has urged the imagination of many of us to forsake a conventional existence, start our domestic ties, and sail off in a small schooner to the coral reefs and gorges of Tahiti or the Society Islands.

Existence is not one long delight, we must admit, where an abundance of gold and silver signs of luxury and wealth, the red waters of the Pacific, the place of "cliffs and stars." And if the author of "White Shadows" is not too fond of the South Seas, we may add, it is because that these islands appear to be found in the Pacific. The danger, however, lies in the desire converting the two who are not all daring, and especially not sure in their hearts, that their western civilization is a gross mistake. Mr. O'Brien is right, it is that some of us, becoming a lotus-eaters, become interested in their beauty, and by doing so, their natural history, and the ways. He is not among, and with them would be a man of culture. A different type of traveller stays by the side of the island, bold and strong, and in yielding to them we often "go native."

"White Shadows" is not so good as its predecessor, "Mystic Isles of the South Seas," either in style or dramatic interest. Perhaps it were well to point out at once that neither of these books are novels. "My Le Isle" was the closest approach to fiction it is possible to have, and it contained some brilliant pieces of descriptive writing and characterisation which lead one to hope that the author may interest him self once more in the writing of a legitimate novel. "White Shadows" lacks the human element of its predecessor. The pictures it gives of wayward white men (always with a touch of philosophic seem) lack the humour and vivid colours of those

magnificent descriptions of "Lying Bill" and "Scent of the Jasmine." The account of the islanders, however, their keen sense of humour, their childish simplicity (vide their delight and astonishment at the sight of the deep author's brass bed), their deep affection and pride, is an excellent piece of writing by one who obviously loved, and was loved by these savage peoples.

The author makes no effort to conceal his bitterness towards the French and the traders who have bequeathed to the natives of Tahiti the vices of the Western World, and taken away their health, their happiness and pride. He is no less scathing of the missionaries and their efforts to eradicate the old customs and ceremonies, and bewails the fact that the peoples of Tahiti and the Marquesas are but shadows of a once happy race, and one now fast dying out.

He draws a general and poignant scene of butchery and betrayal from the early days when Captain Cook's men devoured the natives "for sport" (every Cook was a god to them), to the more recent invasions of the island by traders and beach-combers who buy, and barter, and bleed, and leave the sordid imprint of western civilisation upon all its most ideal.

Frederick O'Brien, without a shadow of doubt, has imprisoned in his pages the sad,lyn beauty of the South Seas, and one cannot turn away from them without a pang of regret and yearning.

Joseph Conrad is the antithesis of Frederick O'Brien. It is doubtful whether they have been bracketed together before, yet both write of the South Seas, and both capture their allure. Conrad is the greater artist, and the more perfect stylist. He not merely describes the driftwood of humanity that floats from sea to sea, but enters into the very souls of men. He is an acute and sensitive psychologist, with a gentle, almost disillusioned style that reminds one of a melody of Chopin. This collection of his tales includes "Almayer's Folly," which deals with the Malayan Archipelago, "An Outcast of the Islands," "The Arrow of Gold," and "The Rover"—that charming, pathetic tale of an old sea adventure at the time of the French Revolution. These four tales not only contain much of his best work but illustrate his development from an inspired beginning to a maturity of rare accomplishment.

There is a grave beauty about Joseph Conrad's writing, particularly noticeable in these four

**LETTERS & RADIO****Addresses Which Cannot Be Traced**

A General Post Office notification gives the following unclaimed correspondence, etc., waiting at the Post Office, and also unclaimed radio telegrams at the Radio Telegraph Office, Government Building:

**Poste Restante Correspondence**

A. Abenid, Thomas Arnold, E. Burnip, C. Barreda, Miss M. A. D. Baker, S. W. Bacon, Jean Bonnard, Mrs. H. Bishjerg, P. H. Barron, W. J. Chapman, F. W. Chapple, E. R. Cruttenden, "Kami," E. Carter, Cheong Cherd (s.s. "Physa"), H. F. Collier, Rev. D. Chench, L. B. Douglas (c/o D. 10), W. Gibbons ("Sui Nam"), Dr. and Mrs. J. G. Hill, G. A. Herbert, Dr. R. P. Hadden, J. Houghney (s.s. "Barrgrave"), R. Hartman, J. Johnson (s.s. "Duke of Clarence"), C. C. L. Kim (Nat. Past Research Academy), A. G. Keat, Ted Lewis (Musician), J. S. Lacey (S. Y. Aurora), Mrs. F. M. Lewis, Mrs. E. L. Martin, C. Mather, H. Mattson, Odeon China Co., Ltd., L. Rowan (s.s. "Kilnssea"), T. H. Ray, Dean Ruth, L. I. Read, K. H. Rohrman, R. G. Reys (s.s. "Marella"), A. Ross (s.s. "Kami"), Miss A. Soal, L. M. Santos, J. J. Springer (s.s. "Chin Kure"), Miss Schmidt, E. Singer, Miss M. B. Shick, G. A. Stephenson, Miss F. Todhunter, Mrs. H. Wilks, Oakley Warren, Wu Lien-

**Unpaid Correspondence**

L. M. Arnoles (H.K. Hotel), L. B. Archer (H.K. Hotel), Miss Annie Lee, H. M. Snyder (H.K. Hotel), R. B. Sylvia, Mrs. E. de Villardet.

**Registered Articles**

Matias Ayon, Mons. Abbonel, A. Damas, National Industry Co., Mr. Nudanoff, Frank Palwa Jr., G. A. Stephenson, Charles Wong.

**Unclaimed Radio Telegrams**

Address. From.

5540 ..... Tientsin

Solsort ..... Vancouver, B.C.

1213 ..... Swatow

To Yun-sang, 255, Queen's Road East ..... Hongsang

Conaco ..... Canton

Lou Chong-chen, No. 37, Leeting Street, Wanchai ..... Nanning

0980 ..... Shanghai

3466 ..... Yunnanfu

0448 ..... Chunshan

8484 ..... Nanning

Miss Valerie Honigsberg, 129, Conn. Road

0735 ..... Shanghai

7456 ..... Ningpo

Milne, "President Taft" ..... Shanghai

6970 ..... Haiphong

Grant Passenger, s.s. "Stalbank

Mckinnons" ..... Hinsarq

Chungkon Huang, 165, Connaught Road ..... Berlincharlottenburg

Sam Yau, 56, Wooshung Street,

Yauamati ..... "Pres. Taft"

0063, 3166, 2464, 1648 ..... Swatow

Tom Fuk-choi ..... Makawaomai

Tak Yick, Wohing Street East,

Thunder ..... Haiphong

2290 ..... Hankow

Coaleco ..... Haiphong

(c) There is no provision for the admissibility of depositions taken, or documents signed, anywhere except in England or Ireland: see section 9 and 10 of Ordinance No. 9 of 1921.

Defects To Be Remended

The object of the present bill is to remedy these defects. It proposes to insert in the principal Ordinance in place of the present section 12 a new section which will provide that where the Governor is satisfied that reciprocal provisions have been made by any British possession or protectorate for the enforcement of maintenance orders in Hong Kong he may extend the principal Ordinance to such possession or protectorate and that thereupon the references to England or Ireland were references to such possession or protectorate and the references to the Secretary of State for the Colonies were references to the Governor of such possession or protectorate. The draft of this part of the new section 12 was supplied by the Secretary of State, No. 9 of 1921.

(a) Certified copies of orders which have to be forwarded must, in general, be forwarded through the Secretary of State, however near to Hong Kong the other British possession may be: see for example section 3 of Ordinance No. 9 of 1921.

(b) There is no power, in absence, to proclaim a provisional maintenance order against a person resident anywhere except in England or Ireland: see section 5 (1) of Ordinance No. 9 of 1921.

"The Whisky you ask for again"

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Sole Agents for Hong Kong & South China.



## You Can Double the Value of Your Smile

This NEW WAY gives "off-color" teeth dazzling whiteness and makes your gums firm and healthy.

And germs, with tartar, are the chief cause of pyorrhœa.

Ordinary brushing fails in successfully removing film. Under film are the clear, whiter teeth you envy.

Now modern science has perfected an effective film combatant called Pepsodent. It acts to curdle film, then removes it. It firms and protects gums; beautifies teeth quickly and correctly.

Please Accept Test Tube

To prove results, send coupon for 10-day test or buy a tube—for sale everywhere. Do this now for your own sake.

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I enclose 3 cents in postage stamps for 10-day trial tube of Pepsodent.

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City \_\_\_\_\_

Give full address. Write plainly. Only one tube to a family.



Based on modern research. Advised by leading dentists the world over. You will see and feel the difference.

### DRAWING

#### Kowloon Junior School Results

At an examination held last term under the auspices of the Royal Drawing Society (London) eleven pupils of the Kowloon Junior School were presented, all of whom passed, eight with Honours. The successful candidates are:

Division 1:-

Robert Cocks (Honours).

Peter Green (2nd Class).

Preparatory:-

Cedric Salter (Honours).

John Kempton (Honours).

Betty Crouch (Honours).

Margaret Bell (Honours).

Muriel McCaw (Honours).

Peggy Stringer (Honours).

Phyllis Thompson (Honours).

Hester Heath (2nd Class).

Janet Fraser (2nd Class).

METEOROLOGICAL

The rainfall for the month of August at the Botanical Gardens was 20.07 inches on 23 days, at the Matilda Hospital, Mount Kellett, it was 16.12 inches on 21 days, at the Royal Hong Kong Golf Club, Fanling, it was 16.67 inches on 23 days, and at the Police Station, Tai Po, it was 12.58 inches on 17 days.

The lowest reading of the barometer (M.S.L.) was 29.026 inches at 13h. 48m. on the 22nd.

The maximum gust velocity, as recorded by the Dines-Buxell anemograph, was at the rate of 117 miles per hour at 13h. 39m. on the 22nd.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50cts. for 40 words for one insertion. Bring yours in to Dr. Wyndham Street or Phone C. 4041.

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#### A Brilliant Collection

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The Store That Saves You Money.

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### KOREAN MISSION CLOTH GUARANTEED

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Living  
Monument  
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**BROWN'S**  
Production of  
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# THE TRAIL OF '98

'98

A RED-BLOODED Drama of  
Love and Adventure of strong  
men on the quest of Gold. The  
spirit of Romance that tugs at  
Humanity's Heart. Made colour-  
ful with comedy—tears—heart  
throbs—and THRILLS.



with

DOLORES DEL RIO,  
RALPH FORBES,  
KARL DANE.

A Metro-Goldwyn-Mayer PICTURE

## COMING ATTRACtIONS AT THE QUEEN'S

RAMON

**NOVARRO** IN

**THE  
FLYING  
FLEET**

GLORIOUS  
ADVENTURE  
IN THE AIR.  
THE  
CLASSIC OF THE  
SCREEN'S AIR DRAMAS

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PICTURES

**THE  
Viking**

ENTIRELY  
IN  
TECHNICOLOUR  
—  
PAULINE STARKE  
and  
LE ROY MASON  
in a  
TRIUMPH of  
ARTISTRY!

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# MOTORISTS THIS IS YOUR PAGE



THE MARK  
OF  
POWER  
SPEED  
SILENCE  
SAFETY  
ECONOMY  
RELIABILITY

AS EVIDENCED IN

## B.S.A. Motor Cycles

OF WHICH WE ARE KEEPING A LARGE RANGE

Apply for Particulars to

THE SINCERE CO., LTD.  
SOLE AGENTS.

## MONET-GOYON & F.N.

SHIPMENT OF 1930 MODELS  
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PRICES REDUCED FOR 1929 MODELS

SIDECAR ACCESSORIES SPARE PARTS  
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THE FRENCH MOTOR CYCLE CO.,  
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HARLEY-DAVIDSON  
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MODELS  
EXPECTED SOON

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REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.  
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(Opposite The Steam Laundry).  
A GOOD ASSORTMENT OF SPARE PARTS AND  
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"THE ROLLS ROYCE OF MOTOR CYCLES"  
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**"BROUGH SUPERIOR"**  
Motor cycles and sidecars.  
THE FASTEST MOTOR CYCLE IN THE WORLD.  
130 M.P.H. BY GEORGE BROUH 1928.

The 1929 Spring Frame Model (680cc. O.M.V.)

NOW ON VIEW  
Enquiries and Inspection Cordially Invited.  
THE MOTOR CAR & CYCLE EXCHANGE  
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### OUR WEEKLY CHAT

On Cars, Trucks, Cycles And Accessories

#### NOTES FROM THE FACTORIES

[By "Super-Six"]

##### The Beacon

Does the Beacon at the junction of Pedder Street and Des Voeux Road fulfil all that is expected of it? In the day time when there are usually some traffic constables in the vicinity it is easy for traffic to be regulated, with the Beacon as a splendid regulator—or supplementor of the constables' work. Late at night, and through the night, however, the usefulness of the Beacon may be questioned from this angle: at that time cars are generally run at top speed and in the case of one racing along Des Voeux Road and another racing down Pedder Street toward the water front the chances of a collision are very great. Indeed, on not a few occasions has a collision just been missed through sheer good "joss." It may not be expected that a traffic constable should be on duty there all through the night, but, all the same, motor car and taxi drivers ought to be compelled to slow down on approaching the Beacon.

##### Buy British Cars

Twenty-two boys from secondary schools in Rhodesia and six from Port Elizabeth, recently visited Coventry. At a luncheon given at one of the motor works, Mr. B. F. Wright, on behalf of the High Commissioner for Southern Rhodesia, said the Government was doing everything possible to encourage the use of British cars in preference to those made in America. The Government had recently gone so far as to advance money to enable officials to buy British motor-cars, the loans being repaid over a period of years without interest.

**Important Litigation**  
After a hearing occupying 25 days an action brought in the British High Court by the French Dewandre Brake Company to restrain the Citroen Company from selling in Britain cars fitted with the Westinghouse vacuum brake—claimed to infringe the Dewandre patents—was dismissed with costs.

**Height of Buffers**  
A subcommittee of the Standards Committee of the American Society of Automotive Engineers has recommended that the height above ground of both front and rear buffers be standardised at 17in. instead of the present standard of 18in. for the front buffer and 19in. for the rear. The measurement is to the horizontal centre line of the buffers, and is to be the main height between no-load and full-load position of the frame.

**Two Fast Trips**

Two noteworthy performances proving the great advantage of good roads and the modern type automobile, was demonstrated by two fast trips to Sydney from Melbourne, over the Hume Highway. A woman motorist in a Sedan with three passengers completed the journey (566 miles) in 15 hours 14 minutes, while another motorist did the same trip in an 8-cylinder sedan with two lady passengers and luggage in 14 hours 20 minutes. Not many years ago these times would have been interstate records. They are now within less than four hours of the present record (10 hours 24 minutes) held by a specially tuned and stripped chassis. It is interesting to recall the fact that the first interstate motor car record between these capitals was 25 hours 40 minutes, established in 1907.

##### Pneumatic Tyres

Pneumatic tyres, whether balloon or high pressure, are divided into two types, according to their means of attachment to the rim. These are wired or straight-side type and the beaded-edge type. Of these, the former is now recognised throughout the world as the superior; it is directly evolved from the Dunlop wired cycle tyre of 1891 and its principle is now successfully and almost exclusively applied to cycle, motor cycle, car, giant pneumatic and aeroplane tyres. The beaded edge type is rapidly becoming obsolete, although there are many thousands of cars in existence still using it.

##### In The Courts

With the increase of motor traffic and, incidentally, motor breaches, in the Colony, it is to be expected that the time of the various Magistracies should move and more be taken up with these cases. Where the Magistrate is not himself a motorist, whilst still a good Judge, it seems hardly fair to him to ask him to decide complicated points on traffic law. The time may come when all traffic cases will be heard in one Court by an expert motorist specially engaged by the Government for that purpose. This would undoubtedly be welcomed by motorists, whilst at the same time freeing the other Magistrates for the other classes of cases that come before them from day to day.

##### Overcrowding Buses

In spite of prosecutions and complaints the overcrowding of buses in Kowloon is still far too prevalent. The menace to passengers may not be so great with the present type of bus, but it is still a danger both for them and for pedestrians in the case of a crash. And with overcrowding, comes speeding and even racing one bus against another. These malpractices can easily be stopped once the traffic authorities make up their minds to deal with the matter with a really firm hand.

##### Overloaded Cars

With the mania for joy riding during the Summer months comes the tendency to overcrowd public and private cars both on the Island and on the mainland. The traffic authorities do not seem a bit particular in this respect, judging by the overcrowded state of some cars seen speeding their way in an apparent determination to break local records. The traffic authorities could well take a leaf out of the book of their colleagues in the Federated Malay States in this respect. Both in the towns and in the country the Police are very vigilant, and constantly stop cars to find out for themselves just how many passengers are being carried. The result is to-day that you may ride in a car there in perfect safety knowing that the drivers will not tolerate even one passenger in excess of the number permitted by his licence for fear of being stopped by the Police and being forced to "disgorge" one or more of his fares. Similar strictness in this Colony would be welcomed.

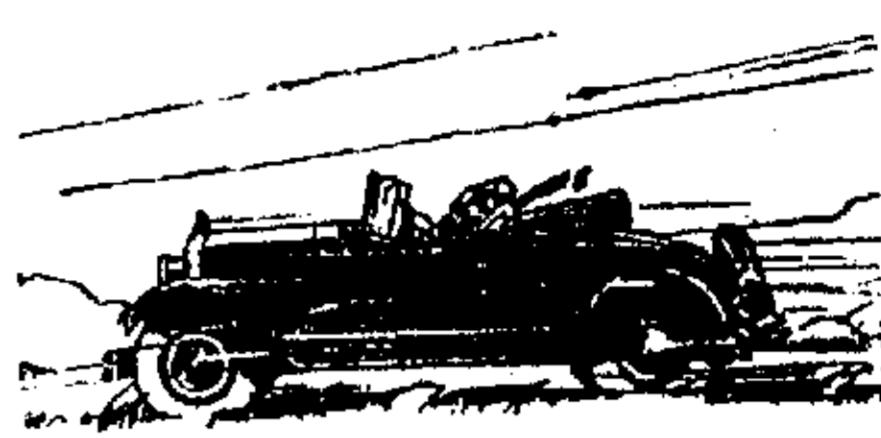
##### A Quick Lifter

Circumstances may make it necessary that buses shall be lifted without delay in case of necessity, and realising this the London General Omnibus Company has recently installed at twelve important traffic centres in and around London a new and improved type of lifting gear. Simple in operation this gear makes it possible for the front and rear of the bus to be lifted as high as may be required in less than one minute.

##### Light Car For Russian Prince

A Triumph Super Seven fabric coupé has recently been supplied to Prince George of Russia, who, it is interesting to note, in his desire to enter the ranks of those who find their enjoyment in the light car, chose one of renowned British manufacture.

**Fast drivers: Oil which lasts longest at high speed, lubricates best!**



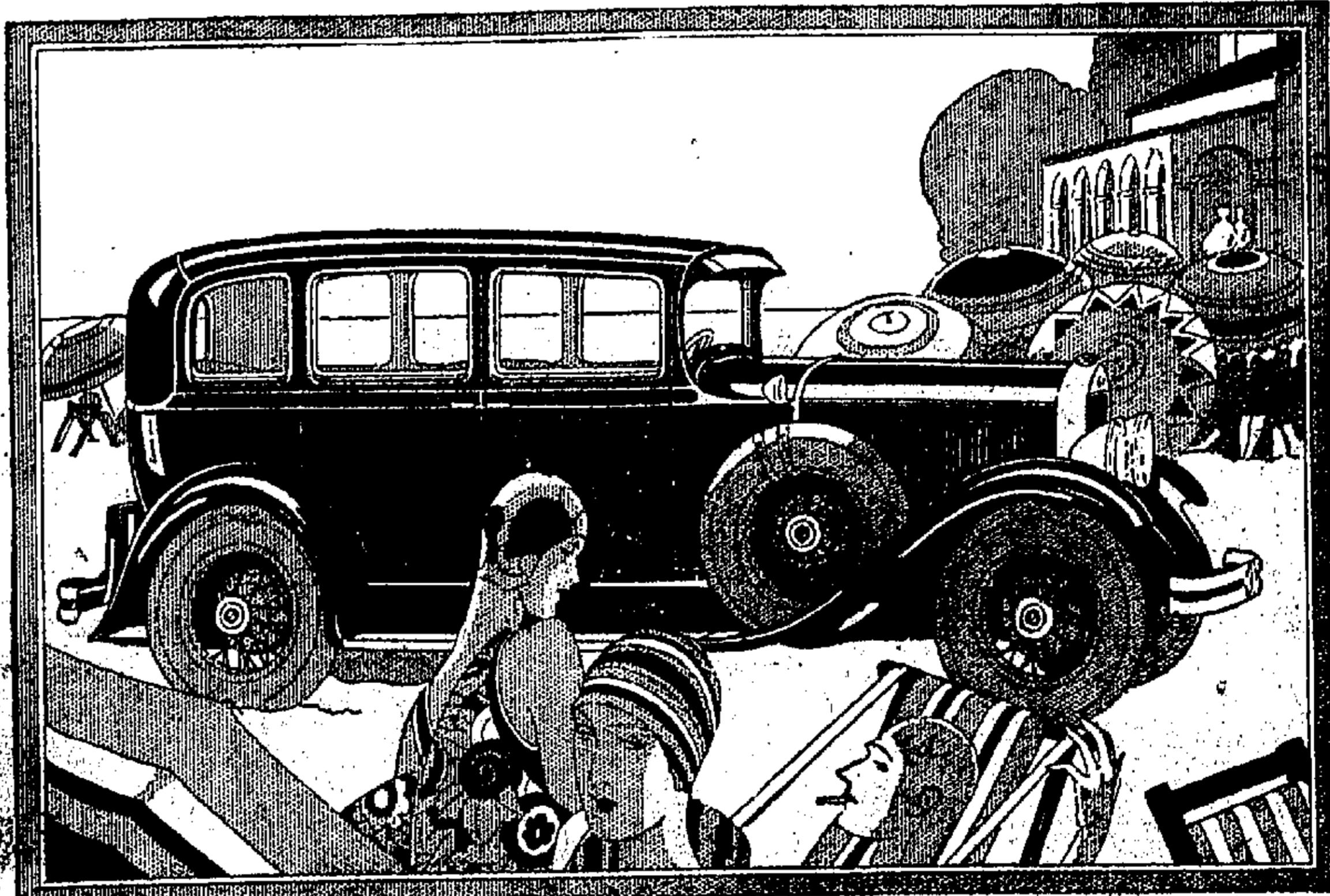
Thousands of miles of speedway tests have shown that the New Mobiloil stands up better and lasts longer at high speeds than other oils. So we can confidently say: The New Mobiloil can keep the first-year feel in your engine for at least 30,000 miles—whatever your speed.

VACUUM OIL COMPANY.

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NEW  
**Mobiloil**

Drive a Trusty  
**"TRIUMPH"**  
the Motor that never fails you.

**STUDEBAKER'S  
new low-priced  
DIRECTOR EIGHT  
is Here!**



STUDEBAKER'S NEW DIRECTOR EIGHT-RIDE SEDAN—Straight eight engine, 115-inch wheelbase.

Six wire wheels, hydraulic shock absorbers and folding luggage grid, standard equipment.

**THE GREATEST** automobile in years... Studebaker's Director Eight! It is the first eight of championship quality that costs less to buy and to operate than most sixes. Everyone marvels that even Studebaker—world's largest builder of eights—can offer such a high quality straight eight at so low a price.

Eight cylinder power and smoothness for effort.

less performance at 6 or 60 miles per hour. Yet

this great new Director Eight compares in petrol

consumption with the thirstiest sixes! Rough

roads are smoothed out by its 115-inch wheel-

base and hydraulic shock absorbers. Refine-

ments include adjustable driving seat and

steering wheel.

Take a trial run in this new Director Eight today!

[Studebaker also builds the World Champion President Eight, The Commander Eight, The Director Six and The Executive Six.]

Each is backed by a 12-month guarantee.

Price Range from H.K.\$2,320 to H.K.\$6,140.

**THE HONG KONG HOTEL GARAGE**  
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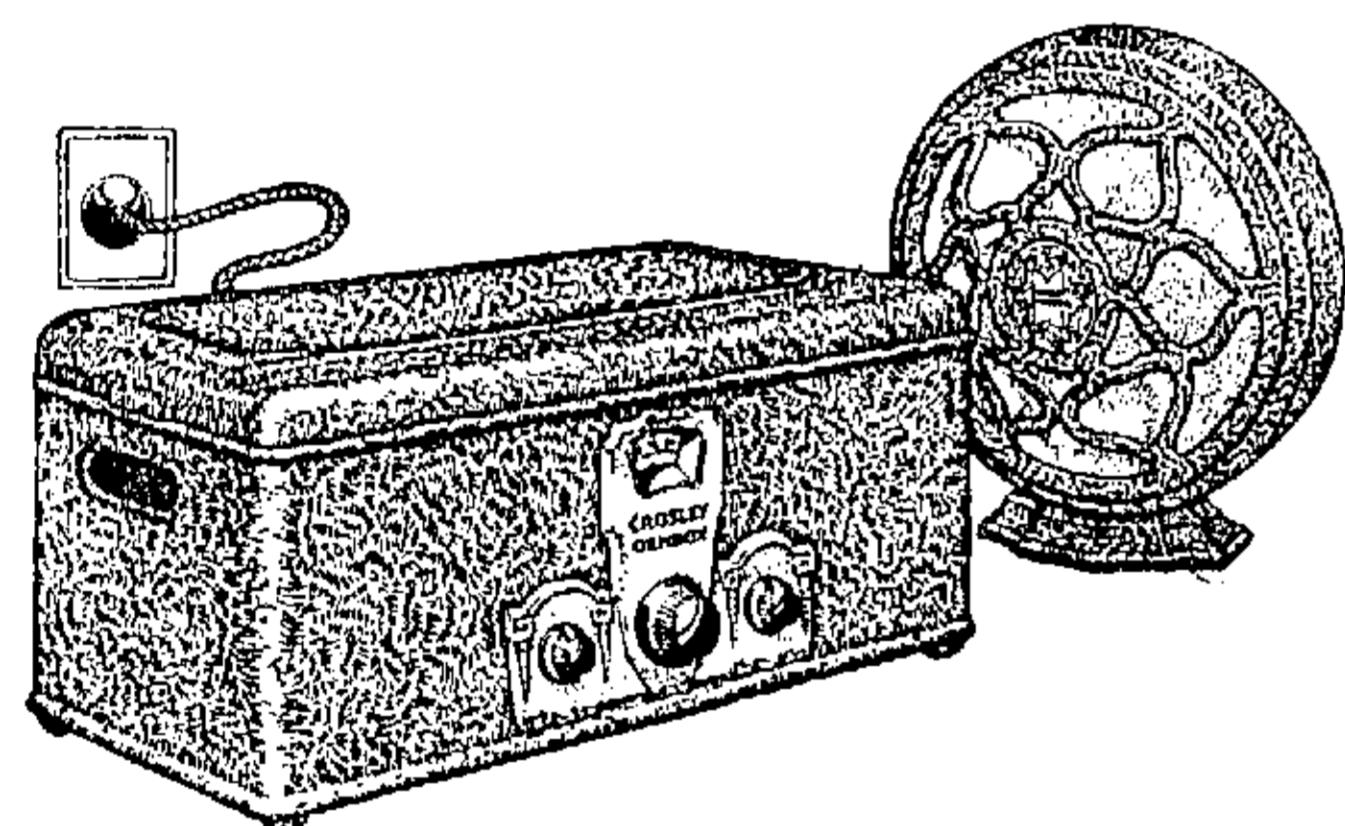
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## CROSLEY RADIOS

THE NEW A.C. ELECTRIC 7 TUBE  
GEMBOX

OPERATES 200 VOLT 50-60 CYCLE  
COMPLETE WITH DYNACONE "F"

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"COACHING" BOOM  
Public Taking To The Roads

The "coaching" boom, which a few years ago challenged the railways as the railways challenged and conquered the coach of Tony Weller's time, has this season broken all records for the number of passengers carried and the number of new vehicles placed in service. Transport firms cannot get coaches quickly enough from the manufacturers, and the British commercial vehicle industry is working at the highest possible speed.

"There is no doubt that Britain has definitely entered on a twentieth century coaching era," said a member of one of the largest firms of motor-coach owners. "At the present time between 20,000 and 30,000 passengers a week are being carried all over the country by motor coach. Our firm alone is carrying well over 600 passengers a day on one route to the West of England. We have just started a new service to Lyme Regis, Teignmouth and the Devonshire resorts, charging 30 shillings return. It has proved an immediate success, and we have 25 buses running every day."

Another firm stated that they had placed orders with British manufacturers running into several thousands of pounds for new buses.

## 1 MILLION Miles a Year

"We run services to Penzance and Newquay," said an official of the Company, "as well as up the East Coast to Newcastle and also to Harrogate, and every coach is filled to capacity. Our difficulty is to get enough vehicles. The manufacturers are turning them out as fast as they can, but they are tremendously busy with orders from dozens of different transport firms. We could get additional motor coaches from abroad, but from experience we have found that it pays to wait for the British product. Our vehicles travel a million miles a year.

## TYRE TROUBLES

The most frequently-encountered roadside troubles of the motorist are indicated by the services rendered by the free emergency road service department of the California State Automobile Association. What these troubles may be are shown in the total of 6,618 association members served with free mechanical first-aid and towing service during March. Of the members thus aided, the troubles

## STIFF TESTING

Commercial Vehicle  
Driven 76,000 Miles

## TEST TRIP

While testing of passenger cars has become the accepted thing, one hears little of the tests that are given commercial cars before they are formally introduced. Chester N. Weaver, San Francisco Studebaker-Erskine dealer, said in commenting on the rigid and thorough tests which are accorded Studebaker commercial cars.

According to word received in San Francisco, Studebaker experimental commercial cars were driven 76,000 miles in 1928. This distance is more than three times the circumference of the earth at the equator.

Under such conditions according to Weaver, the car being tested is subjected to tests far more strenuous than those it will receive from the merchant for whom it is built. It must prove its ability to carry the required load without strain. It is also tested for economy, acceleration, braking, ease of handling and riding comfort.

"This thorough testing is one reason for the phenomenal growth of the Studebaker commercial car department and one reason why business for the first four months of 1929 was 42 per cent better than for the corresponding period in 1928, which was the best year in the department's history."

## GO ANYWHERE

Roadless Transport For  
Britain

The six-wheeled "roadless" lorries used by the mechanised forces of the Army and the Territorials in their recent summer manoeuvres have proved so successful at carrying heavy loads over ground previously thought to be practicable only for a tractor, that several commercial firms are considering their use in carrying workmen to jobs in inaccessible districts. Hitherto such vehicles have only been used by the military and in overseas countries.

It is possible too, that they may soon be used for delivering goods to outlying villages, isolated farms and scattered cottages in the country districts.

## The Pioneer of the New Transport

The first "go anywhere" vehicle is already in use on the Derbyshire moors, where it is engaged in transporting the workmen, with their tools and material, who are engaged on the erection of an overhead electrical transmission line from Deepcar, near Sheffield, across the lower portion of the Pennine Range, to Hope, in Derbyshire. This line is part of a big scheme sanctioned by the Electricity Commission for supplying a large area in the north of Derbyshire, Nottingham and Lincoln with current.

The distance of the Deepcar to Hope section is 14 miles across very rough and difficult country, with steep gradients and strewn with big boulders.

The job had to be done in quick time," said the engineer in charge, "so we decided to try, as an experiment, one of the new British 'roadless' six-wheeled lorries of the type used by the mechanised Army forces in their manoeuvres. Although the job is not yet finished, the lorry has so far been a definite success.

## Fifty Men on One Trip

"Every day it carries on one trip at least 50 men to their work on the different sections between Deepcar and Hope. It saves an enormous amount of time, for without it, the men would only be able to travel to the nearest point on the road and then would have to walk across country, perhaps two or three miles or more, to the section where they were working. The only alternative is horse transport, and that would mean about ten journeys to the lorry's one, at half the speed, and with the great danger of the horses falling and stumbling into the dips and holes hidden by the thick heather. The lorry simply rides over all obstructions as if they were non-existent."

"The vehicle is, of course, of entirely British design, and I consider it a great tribute to our manufacturers. There cannot be much doubt, I think, that there is a future for these roadless lorries for commercial purposes. On an average ours does about 50 miles a day, of which hardly any is on roads."

## Eight Change Speeds

"The wheels are independently sprung so that if one of them goes over a boulder it simply yields without affecting the other wheel or straining the chassis. The engine is 30 h.p., and an 8-speed gearbox is fitted. Gradients of 1 in 8 or even steeper, with loose surfaces, are climbed without any trouble. The vehicle has never yet stalled or got into difficulties."

"With the help of this lorry we hope to get the work finished in about a fortnight."

## "Anti-Eyesore" Masts

An interesting fact about the erection of the line in this scheme is that the wire is carried on a new type of slender steel mast which has been specially designed to be as inconspicuous as possible, and it is claimed that it does not disfigure the landscape to the same extent as the usual lattice work type.

are classified as follows: Tyre changes, 1,060; tow jobs, 1,129; ignition, 728; out of gas, 441; starter, 522; wrecks, 260; battery, 376; gas line, 170; carburetor, 182; in ditch, 114; stuck in mud, 118; lights out, 19; stuck in sand, 27; miscellaneous, 508.

## COOLING SYSTEMS

Temperature Control in  
the Tropics

## CARE OF RADIATOR

Time was when a criticism of British cars lay in the fact that many of them were insufficiently cooled. This state of affairs no longer applies. What has brought about this revolution is not very easy to answer, but probably it is a result of two things—the great increase in Continental touring by users of quite moderately-priced cars, and the undoubtedly "push" British manufacturers are now making in overseas markets, often to be found in tropical climes or under the equatorial sun.

This good cooling is excellent, and a car is far better over-cooled than under-cooled. But, as quite a number of British engines are now so well cooled that Forlock can be climbed on a summer's day without the water temperature rising to even the level ensuring maximum efficiency, it would be well worth while for more manufacturers to send out their cars with some water temperature controlling device.

Certain expensive cars have this, and some quite cheap ones. The great mass of moderately priced cars have not. Radiator shutters are not costly, nor are they unsightly, and soon any "completely" equipped car will be expected to possess them.

## A Cleaning Hint

While on the subject of cooling systems, it might be mentioned that when a car has been in use for a number of years a thick fur forms on the inside of the water jacket and in the radiator tubes. This deposit decreases the efficiency of the cooling system, causing over-heating, and, consequently, unsatisfactory running.

Only by chemical action can this fur be removed. First drain the radiator. Next dissolve half a pound of soda in five gallons of water, and pour the solution into the radiator using some form of strainer. Then start up the engine and run it for ten minutes, after which period the solution should be drained out of the system and replaced with clean water. The engine is then run again for a while, and the system again emptied. The radiator and jackets will then be clean and ready for use in the ordinary way.

In all probability the action of the chemicals will have destroyed the rubber hose connections, and new ones should be fitted. Do not allow the solution to touch any part of the enamel or wood-work as it will leave a stain which will be difficult to remove.

## Perfect Picnicking

The invention of domestic labour saving devices has made picnicking on the road worth while. Bad catering on the part of many hotels is also an encouragement to take our meals in nature's surroundings. A motor picnic need no longer consist of sandwiches hastily consumed by the roadside. All kinds of clever devices have been invented for the benefit of motor tourists. Stainless knives, forks, spoons, and even plates help washing-up—always an unpleasant aftermath of any meal.

The lightness of modern aluminium camp-fire fittings allows them to be carried easily. Collapsible aluminium drinking flasks can be compressed into a very small space. In fact, the whole paraphernalia for a four-course dinner can be carried in a well-designed and compact little picnic basket.

For our cooking we can carry solidified petrol. Thermos flasks are now very cheap and efficient, and can be used not only for carrying tea, but also for hot soup.

But modern inventions carry us even further. There can now be bought a complete fireless cooker, which will not only keep your food hot all day, but, if desired, will actually cook it on the journey. It consists of a container, inside which are fitted three iron plates. These iron plates are heated before we start on our journey and slipped into the container. The food to be cooked is then placed in the container.

It is not merely a question of stews and ragout, but the container will actually roast joints, fowls, and so forth.

It will be seen that by obtaining proper equipment, very desirable meals can be served up, and the motorist when touring needs good nourishment.

The motorist in a hurry resents any time lost on the road. He is satisfied with a sandwich lunch, but he cannot enjoy himself as much as the more leisurely motorist.

## Tourist Trophy Race

Entries for the R.A.C. Tourist Trophy Race in Ulster on August 17 closed with a total of 75, which is easily a record for a British road race. Six countries are represented, and the entries include some of the fastest sports cars in the world.

The British entry totals 45, and comprises Bentleys, Lagondas, Alvis, Lancia, Frazer Nash, Marendaz-Special, Aston Martin, Sunbeam, and Arrol Aster. In ditch, 114; stuck in mud, 118; lights out, 19; stuck in sand, 27; miscellaneous, 508.

PROOF  
OF QUALITY!

16 Nations  
have selected

DUNLOP  
TENNIS BALLS

for the  
Davis Cup, 1929  
(including the Challenge Round)

This in addition  
to the following

NATIONAL  
CHAMPIONSHIPS

SCOTLAND    IRELAND  
GERMANY    AUSTRIA  
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BRITAIN'S TRIUMPH IS THE TRIUMPH OF THE WORLD

THE TRIUMPH SUPER SEVEN  
IS THE FINEST SMALL CAR IN THE WORLD—

SOME SALIENT FEATURES:—

FOUR-WHEEL HYDRAULIC BRAKES  
UNDER SLUNG WORM — DRIVE.  
FRAME OF HIGH TENSILE ALLOY STEEL.  
QUIET POWERFUL ENGINE.  
SHOCK ABSORBERS ON ALL WHEELS.  
COMFORTABLE ROOMY SEATING.  
LATEST STEERING DEVICES.  
COMPLETE LUCAS LIGHTING SYSTEM.

SAFETY. DURABILITY. POWER.  
COMFORT. ECONOMY.

Demonstration gladly given. Easy Payment Terms.

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ACCESORIES

THE REPUBLIC MOTOR CO. OF CHINA.

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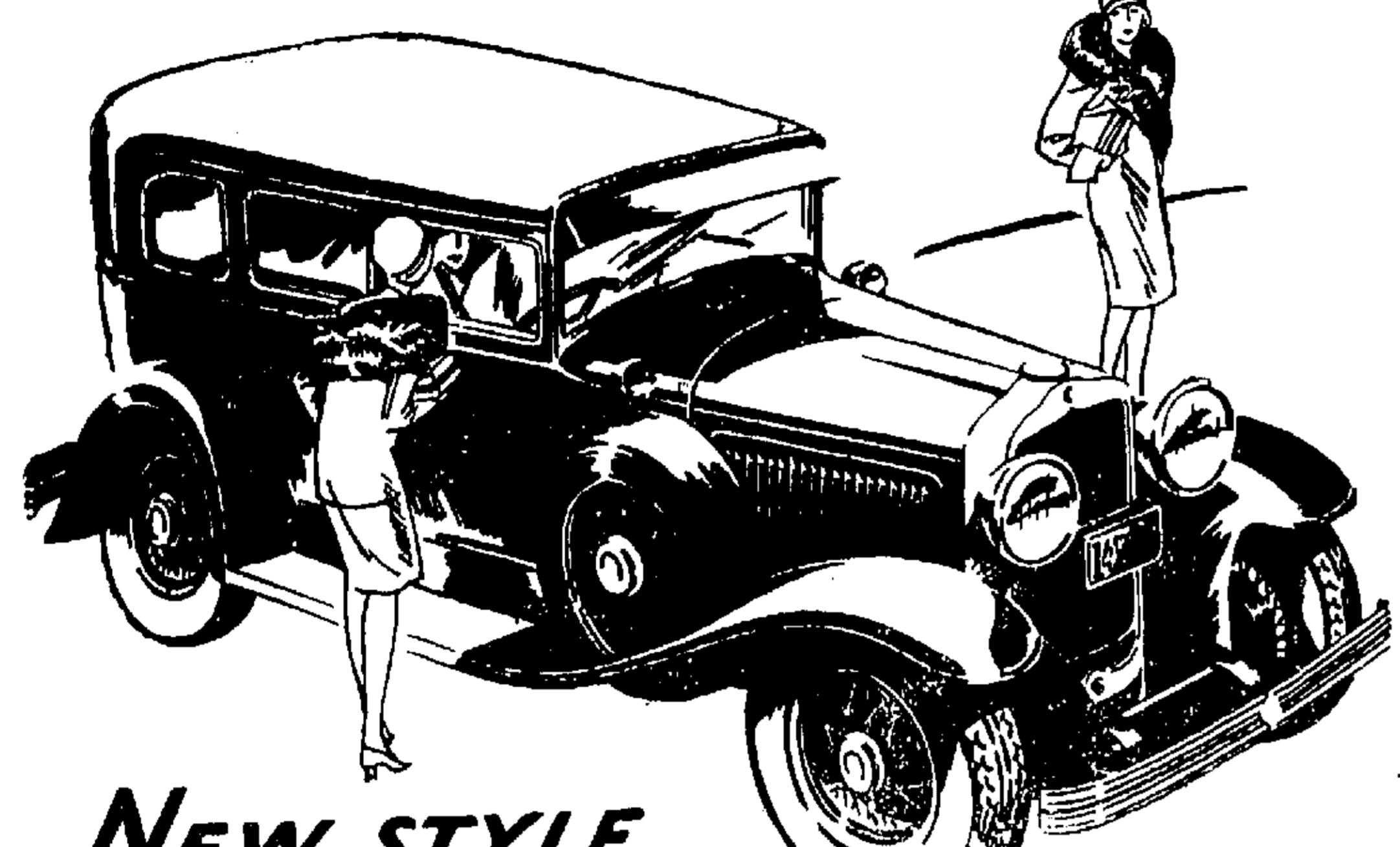
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etc., etc.

Electric  
Accessories,  
etc., etc.

# THE MOST MODERN ENGINE THE MOST MODERN DESIGN *in this new low-priced WILLYS-KNIGHT "70B"*

THE new style Willys-Knight "70-B" is winning merited success as history's finest Willys-Knight value—the largest, most beautiful and most powerful Knight-engined car ever offered at so little cost. It is just the car for the thousands who have always wanted to enjoy the smoothness, silence, rugged stamina, high speed, and economical operation of the patented double sleeve-valve engine, but until now have been restrained by the necessarily higher cost of building this superior power plant. It is the only type of automobile engine that constantly keeps growing smoother, quieter and more efficient with use.

## LOWER COST OF OPERATION.



**NEW STYLE**

# WILLYS-KNIGHT

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## WILLYS-OVERLAND FINE MOTOR CARS

### THE STANDARD SPARK PLUG OF THE WORLD.



A  
Positive Spark  
Insures Instant Starting,  
Swift Pick-up  
Brilliant  
Performance.

An  
Uncertain Spark  
Causes Hard Starting  
Slow Pick-up  
Loss of  
Power.

MILLIONS of users say there are just two kinds of spark plugs—  
AC's and the other kind.

AC's are known as the better spark plugs because of their patented one-piece gas-tight construction and welded side electrode. AC quality in design and construction insures easy starting, fast pick-up, brilliant performance.

Here is the evidence: AC Spark Plugs are endorsed by the world's leading engineers and used as standard equipment on most of the world's leading makes of cars.

Prove it for yourself, put in a new set of AC's after a season's driving of 10,000 miles. Ask our dealer, The Hong Kong Hotel Garage, for AC Spark Plugs, proved, by every test, standard of the world.

HONG KONG & SOUTH CHINA DISTRIBUTOR:

**THE HONG KONG HOTEL GARAGE**  
25 Queen's Road Central Tel. Central 4759.

## CARS IN ITALY Output of 188 Per Day

A number of interesting facts regarding motor cars, recently published by the Italian Royal Automobile Club, have been brought to our notice by the Department of

Overseas Trade. Whereas, in 1900, Italy had an output of 2,000 motor cars, her 1928 production averaged 188 per working day, which is equivalent to 70,000 cars per annum.

The value of motor vehicles produced in 1928 was 35 times that of the 1900 output, and two and a half times the value of the production during 1922. Italy occupies fourth

place on the European market in the matter of production. She exports about 50 per cent. of her output.

France 25 per cent. of her total, and England about 8 per cent. of her production.

In 1922, motor cars, to the number of 894, were imported into Italy, and 11,374 cars were exported; the corresponding figures for 1928 were 5,741 and 28,280.



"Flare-Tip Control"—A single button, in the centre of the steering wheel, starts the motor, operates the lights and sounds the horn.

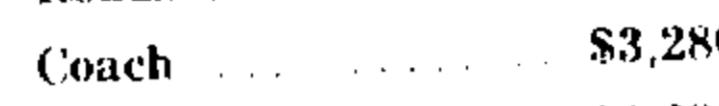


### Willys-Knight "70-B"

Sedan ..... \$3,500



Roadster ..... \$3,060



Coach ..... \$3,280



Coupe ..... \$3,280



Touring ..... \$3,060

## CAR WASHING

### Preservation of Good Appearance

Under normal weather conditions the regular, systematic, thorough washing of cars, no matter how inexpensive, has a most important bearing on the preservation of good appearance, which must always be a vital factor in pride of ownership. There are cars whose mechanical condition is perfect, while that of their coachwork is best ignored, but not many. In a majority of cases a dirty, shabby, neglected-looking car externally, is one which will be also in the best of trim mechanically. Unfortunately, car-washing is work of the kind which most motorists—whose leisure hours are in many cases too precious to devote to such drudgery—are inclined to shirk after the "newness" of a new car has worn off, even if they do not keep chauffeurs, and so there is an unmistakable tendency to relegate the washing of the car to a position among the things which receive only perfunctory, vicarious attention. This is bad. A car which is washed regularly and thoroughly is all the better car for that fact. Squeaks which develop themselves in a car washed only when it must be washed, for common decency's sake, would never develop if it were regularly and properly washed.

#### A Tip

Obviously, then, the tip is to seek some competently, efficiently-staffed local garage, equipped with modern car-washing plant, and come to an arrangement with its proprietors or managers for the regular, systematic performance of this admittedly exacting and laborious job. There is as much difference between a good wash and polish and the other kind as there is between a good meal and the other kind.

The essentials of car-washing which is satisfactory are few and simple, but very few amateurs, no matter how gifted in other matters, can wash and polish a car as well as can a man who does nothing but wash and polish cars all his working hours, and thus washing is one more of the little things to do with motoring which are best entrusted to professionals—always provided that they are controlled and supervised by people who know how a car should be washed and polished, should be turned out to look its best and smartest.

When, as is so frequently the case, a car has been standing, or even travelling, in strong sunshine all day, it should be allowed to cool-off before it is washed. The cellulose lacquers now used almost exclusively upon metal panelled body work do not perhaps react to heat to the same degree as do the old-style coach painter's "finishes", but they suffer by being drenched with cold water while they and the paneling beneath them are still hot from the sun's rays.

#### Cooling Down

Fabric-covered coachwork simply must be allowed to cool down before it is hosed, because the expansion under heat of the leather finish on the textile material, and the simultaneous shrinkage of the canvas itself, produce cracking, or at least blistering, which can never be rectified satisfactorily.

For those who are unable to take advantage of the service of professional cleaners, we append a few hints which may make all the difference between cleaning and spoiling a car.

If possible use a hose to flush the car instead of a pail of water and sponge. Play the stream of water, though not too strong, on dusty or muddy parts until the dirt softens up and washes off.

After flushing with the hose and removing dirt spots from radiator, hood, guards, and body, take a pailful of water and go over the chassis and wheels, removing all grease and dirt in this manner. Use soap if necessary. After washing the chassis and wheels with soap and water, immediately flush with cold water. Do not let the soap dry, causing streaks and spots.

#### The Radiators

Take another pailful of clean, cold water and with chamois polish the radiators, hood, guards and body. Don't use this chamois for polishing the chassis. After the foregoing, take another piece of chamois and polish the chassis only. Remember to change the water in the pail frequently, using clean water at all times. Rinse and wring the chamois often so that no grit or dirt can scratch the polished surfaces.

After washing the engine take care to dry electric connections thoroughly as wet connections are apt to cause a short circuit and then trouble.

To prevent nickelated surfaces from tarnishing rub frequently with an oily cloth. This preserves the brightness. Be careful, if you wish to retain the lustre of your car not to use a polish which contains turpentine, kerosene, vinegar, muratic acid, or other free acids or ingredients harmful to a fine finish.

The leather upholstery of the car should be washed occasionally with soap and water, using a sponge to rinse off the soap, and then finish drying with a moist piece of chamois. Petrol should never be

## MOTOR TRUCKS

### New Record In 1929 Expected

That the motorisation of transportation in practically every country in the world will set a new record in 1929 is indicated by statistics on overseas truck shipments recently compiled by the United States Department of Commerce. During the first four months of 1929, commercial shipments increased 93 per cent. over the corresponding months of 1928.

At the present rate of increase, overseas truck business this year should almost double that of 1928, in the opinion of H. S. Welch, President of The Studebaker Pierce-Arrow Export Corporation. "A total of 105,447 motor trucks were shipped to world markets in 1927, followed by a total of 138,782 in 1928," he said. "Shipments this year should approximate 200,000 units."

"Compared with the industry as a whole, Studebaker's commercial business is in an excellent condition. During the first half of the year shipments of Studebaker trucks were more than three times greater than shipments in the corresponding six-month period in 1928."

#### More Imposing Gain

"A still more imposing gain is anticipated during the remaining months of 1929," Mr. Welch continued. "With a complete line of commercial units, including truck, bus, ambulance and funeral car chassis, the Corporation is in a strategic position to meet the growing world-wide demand for motorisation. In addition to a chassis of 220-inch wheelbase recently announced, Studebaker will soon have a new light truck chassis ready for shipment. The new chassis, of 146-inch wheelbase, is especially designed for service in overseas countries. It has a low gear ratio, 4-speed transmission, and heavy truck type rear axle and housing designed for steep grades and unimproved roads. The chassis has a capacity of 4,000 pounds for cab, body and payload."

## CLEAN-LINED CAR

### Beauty Combined With Strength

The Fargo line of commercial cars under Chrysler Motors is being offered only after having been subjected to every test, both abstract and concrete, which would aid in proving the worth of this new group of vehicles to the business world.

Fully realizing that passenger car elegance in construction and appearance in addition to durability, is demanded by the merchant, Chrysler engineers have built a vehicle which combines beauty with strength, resulting in a smart, clean-lined car capable of satisfying both theoretical and practical demands.

New stream line mouldings, arched louvre panels matched by arched windows, a harmonious roof curve, and air wing fenders, give an air of modern efficiency, speed and smartness. Pillars, roof-rails, and sills, provide a staunch and hardy skeleton for the support of other features, on the pressed-steel wide-flange frame.

The Fargo Clipper Sedan is equipped with the new "Silver Dome" high compression engine which gives greater power, speedier acceleration, and increased usefulness from the fuel consumed—and it does this with any of the ordinary grades of gasoline.

Special Advantages

Special advantages have been applied to the particular needs of each individual unit. The six cylinder engine which powers the 3½-ton Clipper chassis develops 65 h.p. It is equipped with a seven-bearing, scientifically balanced crankshaft which is also counter-weighted, giving smoothness and longevity. Isotherm invar strut pistons, impulse neutralizer and oil purifier are among its noteworthy features. Internal-expanding brake-drums assure all-weather braking efficiency. This model has a seating capacity for nine. Seats are easily removed for making full use of compartment for standard load.

The Fargo Panel has a six-cylinder Silver Dome engine, rubber mounted, force feed lubrication to the main and connecting rod bearings, oil pressure governor, ventilated crankcase, Chrysler manifolding, and other noteworthy features. Although a panel model, built on the ½ ton panel chassis, and with a capacity of 1,000 pounds, this type is as smart and ultra-modern in appearance, as its clipper-sedan running mate.

A record holiday traffic was reported. All roads to London were thronged with motor-cars returning from seaside and country.

used on leather cushions as it will cause them to crack and peel. A mixture of glycerine and sweet oil in equal parts is ideal for keeping the leather supple.

## "SAFETY FIRST"

### Special Brake-Testing Plant

It is probable that no device yet known contributes towards the safety of motoring as much as one which has recently been installed at the factory of the Hillman Motor Car Co., Ltd., of Coventry. This consists of a brake-testing plant which is now in operation at the end of the finishing line.

"Every motorist," says "Modern Motoring," the official organ of Rootes, Ltd., the world exporters of Hillman cars, "appreciates the danger of ill-adjusted brakes, but accurate adjustment is not easy to accomplish by hand. In fact, it is told of this new brake test that when a car, the brake of which had been carefully adjusted by hand, was placed on it, it recorded a difference of 100 lb. pressure on the two rear wheels. This, of course, would be more than enough to cause a skid with certain road conditions."

All such possibilities are prevented by the new test at the Hillman works, which is, incidentally, the first of its kind to be employed by a British motor-car manufacturer. At the end of the finishing line, the car is placed on the braking plant, with each wheel in contact with a pair of rollers. These rollers are revolved under electric power, and the car wheels, of course, turn with them.

Each of the four devices has a dial, which records brake pressure in pounds. First there is a test for "drag", then the hand-brake is applied, and the brakes are adjusted so that there is exactly 300 lb. pressure on each of the rear wheels. The foot-brake pedal is operated by a graduated rod and, in the same way, adjustments are made so that each front brake records 400 lb. and each rear brake 300 lb.

The whole test occupies some 17 minutes and at its conclusion the brakes have been thoroughly bedded down and adjusted to scientific requirements. The superiority of this to the hit-or-miss methods of hand adjustment is obvious. The Hillman Company is to be congratulated on being the first British concern to install this somewhat expensive apparatus, and to pass on its benefit to Hillman owners in the form of even increased safety.

## SAFETY MEASURES

### Road Passenger Vehicles

It is perhaps more by good fortune than anything else that the very rapid development in road passenger transport has not been accompanied by a greater number of serious accidents. Such as have occurred, however, have served to draw attention to the necessity for the provision of really adequate brakes on the vehicles employed, and to the further necessity for door-handling apparatus which will operate effectively in all circumstances.

While there are many highly efficient braking systems on the market, it need not be assumed that further progress in this direction is impossible, but it is mainly in the means employed for opening and closing the doors that road transport vehicles compare unfavourably with that say, adopted on the underground railways. The latter have had the advantage of gradual development over a comparatively long period, in which defective design has been eliminated by trial and error, and it is distinctly to the advantage of passengers travelling by road that the firms engaged in this development should apply the experience gained on the one class of vehicle to the requirements of the other.

The firm of Messrs G. D. Peters and Company, Limited, of Caxton House, Westminster, S.W.1, will be familiar to many of our readers as the manufacturers of safety appliances for railways, and we recently had an opportunity of inspecting a road vehicle to which this firm had fitted the braking and door-control systems, in addition to other minor details. During a trial run, it was demonstrated that the brakes, although very powerful, were exceptionally smooth in their action, while the door mechanism operated perfectly on all occasions.

It was not of course possible to demonstrate the behaviour of this mechanism after an accident to the vehicle, but from a study of the design, it would appear that every precaution has been taken to ensure that the passengers should not be trapped in such circumstances.—Engineering.

## Drive a Trusty

### "TRIUMPH"

the Motor that never fails you



**READ THIS! — It will convince you of the Reliability of Michelin Tyres.**

One of our customers writes . . . . No doubt it will interest you to know what I think about your "Michelin" Tyres. As you will recollect I bought a Fiat (M 509) Car from you fitted with these Tyres (size 720 x 120) and after having run for about 8000 miles I cannot speak too highly of them . . . . I have never had any trouble with these tyres; there has been no puncture up to date and it was never necessary to use the spare tyre . . . .

*Original of this letter can be seen at any time in our office upon application.*

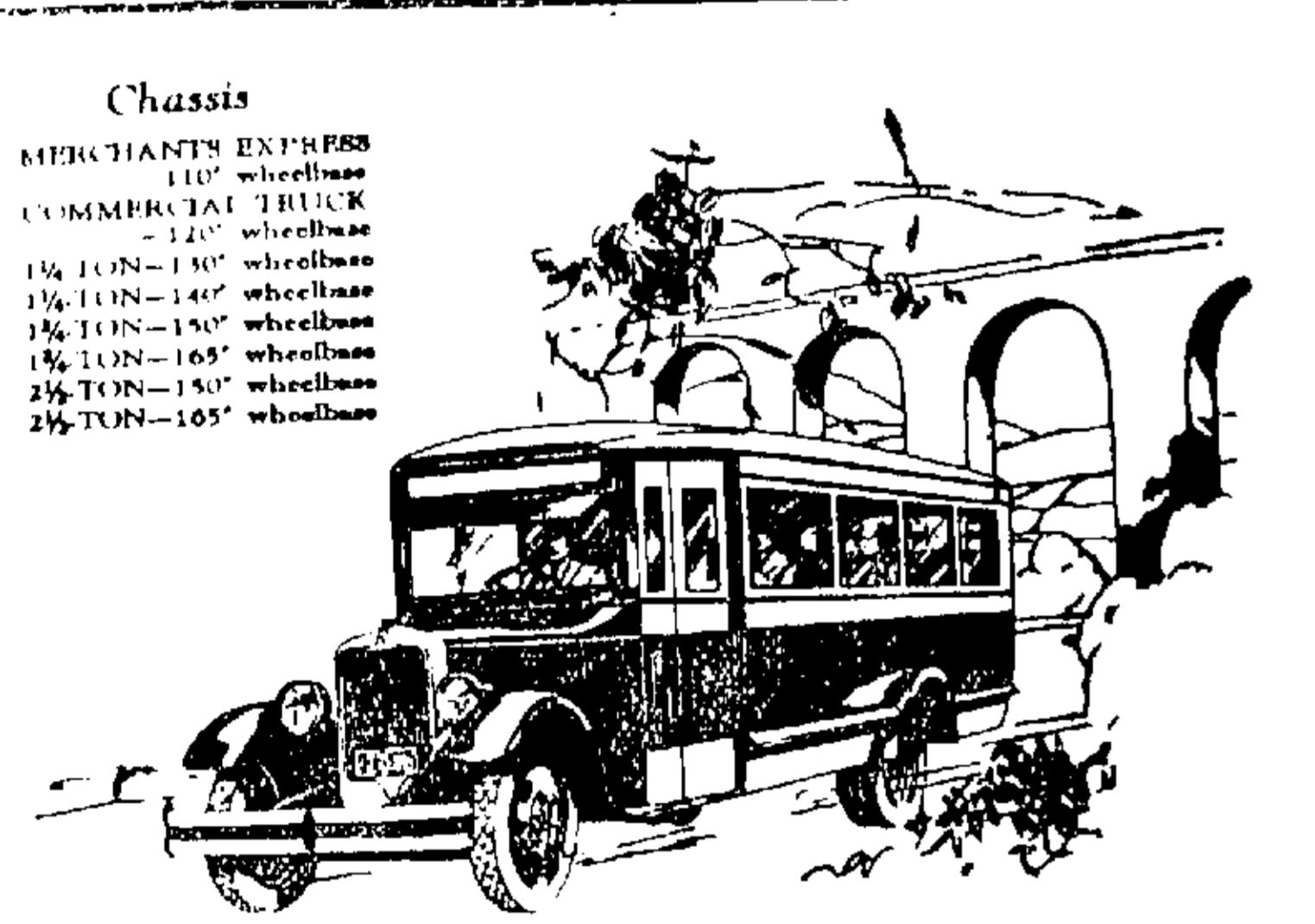
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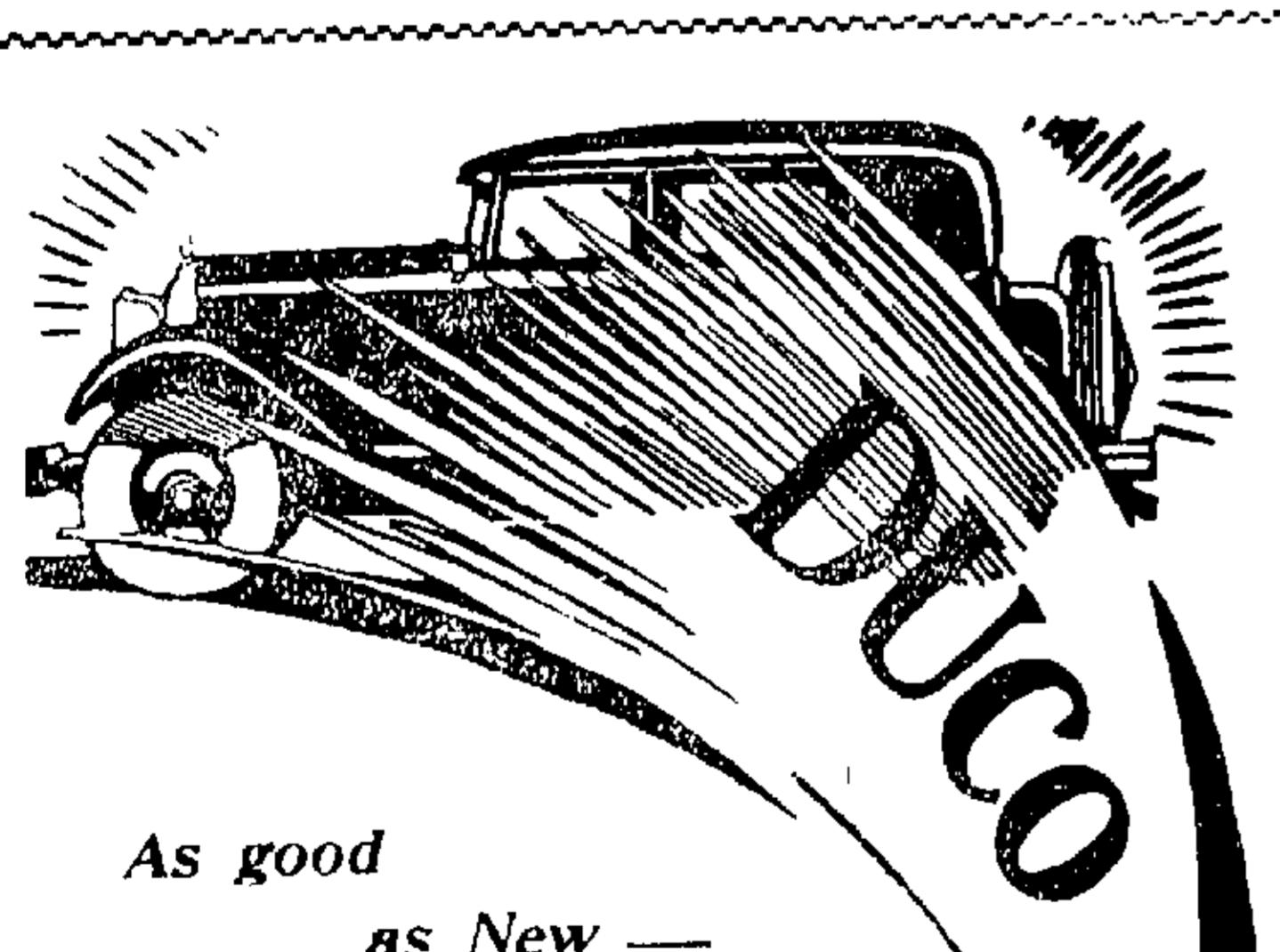
## DODGE BROTHERS TRUCKS & BUSES

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Let us renew the original beauty of  
your car with an expertly applied  
DUCO finish job. Then she'll look  
as good as new.

Full particulars from  
THE REPUBLIC MOTOR CO. OF CHINA.  
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## NEW WHIPPET SIX Advanced Mechanical Features

Designed to meet the requirements of practically every form of business, the new Whippet Six 1½ ton truck, recently introduced by the Willys-Overland Company, has met with an unusual acceptance on the part of users of this type of vehicle. The presentation of this new line completes the company's 1929 Whippet commercial car programme.

Marked interest is shown in the mechanical features of the Whippet Six Truck chassis, which includes four speed forward transmission, "Finger-Tip Control," invar-strut pistons, timing chain, heavy seven bearing crankshaft and full force feed lubrication, which have been incorporated in the chassis design to meet the needs of commercial car operators who demand power, speed, low cost per ton-mile and general reliability throughout.

Before the introduction of these new units they were subjected to every known test to bring about an entirely advanced performance for the modern commercial car operator.

The very sturdy chassis has a wheelbase of 131 inches. The six cylinder engine with a development of 56 horsepower is an assurance of ample power and speed under all conditions to provide safe delivery of merchandise with utmost dispatch.

The incorporation of a four-speed forward transmission in the new line of Whippet Six Trucks gives added pulling ability especially in the low gears where the truck carries a capacity load and provides a speedier pickup and getaway which is a distinct advantage to traffic.

#### BRITISH HIGHWAY

##### The Motorist And Accidents

In Great Britain, there are 40,177 miles of classified roads, which carried, in 1928, approximately 2,000,000 licensed motor vehicles. This gives a rough average of 50 vehicles per mile. Having regard to the congestion which such a volume must inevitably create in relation to the intensity of this country's growth, traffic control has become a matter of great difficulty. Many roads in the provinces are sustaining a traffic density of 30,000 tons per day.

While it is not surprising that accidents take so large a toll, it is felt at Home, as in other countries, that a vast number of these are preventable by the exercise of ordinary road courtesy and care, on the part of both driver and pedestrian, and an increased sense of personal responsibility.

There remains much yet to be accomplished, in the direction of the regulation and control of motor traffic, and it is apparent that the next few years will be important in the opportunity they afford to guide and direct this social and economic element, which can so profoundly aid and advance human comfort and national prosperity.

In Great Britain the motor-car industry has become one of the most progressive and successful in the country, providing a large amount of well-paid employment, and assisting in the solution of the housing problem by making it possible for workers to live further and further away from their places of employment, whilst at the same time giving them facilities for speedy and comfortable travel.

**Highest Efficiency**  
The highway engineer, and those responsible for transport vehicles upon the highway, should continually address themselves to the endeavour to secure the highest standard of efficiency for both permanent way and vehicle, so that the all too frequent accidents now occurring may be reduced.

It is well, when either constructing a new road, or improving an existing one, to think in terms of 10ft. as the unit width. In purely rural districts this would mean a metalled carriage way of 20 ft., enlarged as the centre of population is approached, to 30 ft. and subsequently 40 ft. Provision should be made wherever possible for green verges, say, 10 ft. wide, on each side of the metalled carriageway, under which all cable, pipes, and public utility services could be laid, together with sewers, surface water drains, &c., and upon which the Postmaster General could erect his poles and wires. At the extreme outside of the verges, provision should be made for pedestrians, thus, in the first case, making it unnecessary to interfere with the finished carriageway, and in the second, making it inviting for the pedestrian to walk upon the portion set apart and made available for his use.

As Henry P. Maybury in "Engineering."

## HUMAN ROBOT Spies Out Traffic — A New System

Robots which adapt themselves to traffic pressure and flash their signals according to the number of cars waiting at a cross-street are being installed in Pittsburgh, in the United States. This latest marvel, which is the invention of Dr. Philips Thomas, research engineer of the Westinghouse Co., is almost human in its operation.

Johannesburg motorists are growing accustomed to the automatic robots, and the day will probably arrive when they will be replaced by Mr. Thomas's model. The purpose of his system is to eliminate unnecessary traffic delays by giving the right of way continuously to traffic on a main street, interrupting the main traffic flow only when cars are actually waiting on the side street to cross the intersection.

Motors' speeds are given a green or "go" signal continuing until a car on the cross street comes within a short distance of the intersection at which time the traffic signal mechanism starts to operate and the lights go through one complete "cycle" allowing traffic on the one street to pass through and stop again with the green light on the other street.

The lights then allow traffic to proceed uninterrupted on the one street until the presence of cars on the other street justifies another change.

#### Photo Electric Cell

Since operation of the signals is regulated entirely by the actual necessities of the traffic flow, it is expected that a considerable saving of time will result, especially at night, when delays for which there is no necessity occur.

The automatic feature of the system is made possible by a new application of the photo-electric cell, or "electric eye," which literally "sees" cars and regulates the signal accordingly. It is an automobile's shadow, falling on an "electric eye" from an overhead lamp, and assures a sufficiently dense shadow, night and day, traffic is routed through this beam of light.

The new system is designed to automatically right any unusual situation that might present itself. For instance, if an unusually large number of cars on one street threatens to hold up traffic on the other street indefinitely long, the signals operate on a definite pre-arranged programme, giving each line of traffic a fair share of time.

If the automatic control feature should break down for any reason, the signals operate on the normal programme.

#### FORD PROGRESS

##### Plans For Southern California

Edsel B. Ford, President of the Ford Motor Company, announced before leaving for Europe that contracts have been let for a new Southern California assembly plant, docks and transfer warehouse.

The new plant will be erected on a forty acre plot of ground opposite Terminal Island, at Long Beach harbour, which opens into the Pacific Ocean.

There will be a slip and reinforced concrete dock 500 feet in length, with a two-storey transfer warehouse alongside. Mr. Ford stated that work will start at once and will be rushed along as rapidly as possible. It is expected that the plant will be in operation early in the spring of 1930.

The plant, designed by Albert Kahn, Inc., Detroit architect, will be

of the latest and most modern Ford type factory construction, with the latest conveyor and dock equipment. It will consist of two units, a single storey assembly plant, 290 feet long by 300 feet wide, with a single storey office building, and the two-storey transfer warehouse, which will be 440 feet long by 86 feet wide. The total floor space will be in excess of 350,000 square feet.

All assembly plants built by the Ford Motor Company within the last years have been of the single storey type, designed to give a maximum of light and air.

The warehouse will be so constructed on the dock that it will permit discharging cargoes from ships direct to the floors of the building. Through the use of cranes and specially designed conveyors, loading and unloading of ships will be accomplished mechanically, eliminating all hand trucking of materials.

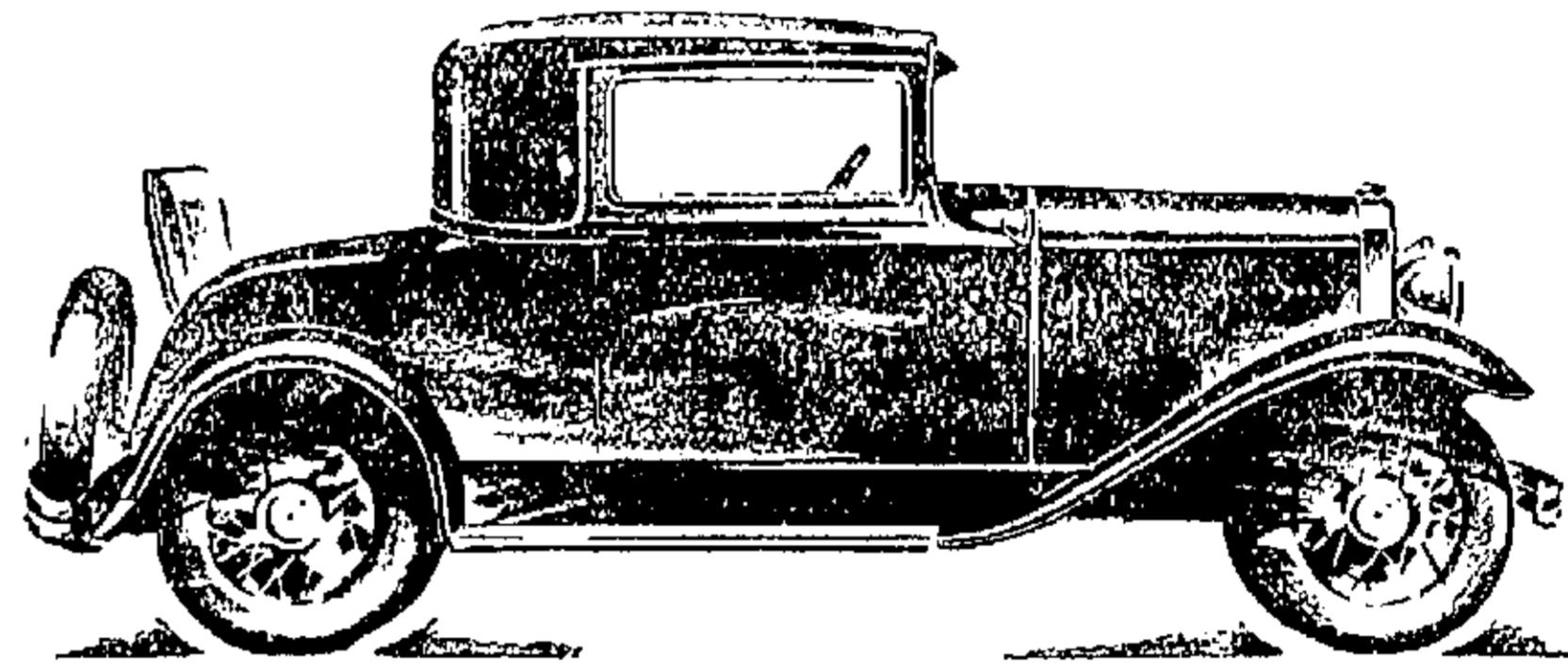
**Ford Owned Boats**  
Shipments of car and truck parts for assembly at the new Pacific Coast plant will be made largely by water from the Ford Motor Company plants at Kearny, N.J., and Chester, Pa., on the Atlantic seaboard. The cargoes will be carried in Ford-owned boats, down the Atlantic, through the Panama Canal and up to Long Beach harbour. As has been customary with Ford shipping in Ford boats for the last few years, materials will be shipped



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READY FOR YOU NOW!

Thousands of Buick owners and thousands more who would like to own Buicks asked for a medium priced car with the performance, the dependability, the comfort and the value which have given Buick its incomparable reputation.

Impossible? It would have been for anyone but Buick and General Motors. They have given you just such a car — Marquette.



NOW ON  
DISPLAY

**DRAGON MOTOR CAR COMPANY LTD.**  
33, Wong Nei Chung Road, Happy Valley

Telephone Central 1246 or 1247.

loose, thus eliminating cost of crating and boxing.

The plant is also on the line of the Union Pacific Railway, giving it excellent railroad connections.

The Ford Motor Company bought the property some time ago from the Union Pacific Railway. Since that time the property has been filled and a channel dredged to a depth of 32 feet. The plant is required to take care of the increasing demand for the new Model A Ford car in the Southern California territory. The company's present Southern California plant, located in Los Angeles, is no longer adequate to care for the heavy demand for Ford products. It will be discontinued when the new one is completed and occupied.

While the plan is to use the new plant principally in the supplying of the company's products to the Southern California territory, it is also available for some of the Asiatic business. The plant and equipment will represent an investment of over \$3,000,000. A unique feature of the site is that it is split by the boundary line between the two cities, Los Angeles and Long Beach.

#### GUY MOTORS

##### Representation in South Africa

Mr. Fred J. Woodward, who has recently been appointed a Director and General Manager of Guy Motors (South Africa) Ltd., has returned to South Africa. Mr. Woodward, who was General Sales Manager of the parent company Guy Motors, Ltd., Wolverhampton, up till the end of 1925, has acquired a very extensive knowledge of conditions obtaining throughout East, Central and South Africa.

Guy Motors (S.A.) Ltd. will be handling, in addition to the wide range of Guy commercial cars, the productions of its associated firm, the Star Motor Co., Ltd., and Stuart Turner lighting sets.

During Mr. Woodward's visit to England, arrangements have been made covering the sole agency for Riley cars for Southern and Central Africa. A number of Guy commercial vehicles are already in service in various parts of the territory covered by Guy Motors (S.A.), Ltd., but the latest model Riley and Star cars will be making their first appearance.



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Get a FISK

MADE IN U.S.A. PAT. OFF. REG.

FOR RELIABILITY, ENDURANCE  
and EXCESS MILEAGE.

OBtainable at all garages upon request.

Sole Distributors: GILMAN & CO.

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#### 20,000 CHEVROLETS

##### Javanese And Malay Workmen

On August 21, the N.V. General Motors, Java, completed the assembly of the 20,000th Chevrolet and as this car ran off the assembly line, the performance of the company was loudly cheered by the workers and office staff gathered to watch this interesting event.

Mr. Harrington, the Managing Director of N.V. General Motors, in the course of an address said: An outstanding feature of the progress to which I particularly wish to call your attention is the fact that we

are to-day building cars which are equal in quality of finish and detail to those produced in any American factory.

It is significant that we have found the Javanese and Malay workmen to be readily adaptable to training. In the due shop, the polishing, clothe-cutting, body stripping and sewing machine work, he holds his own with the labourer doing the same work in any of our other plants situated throughout the world. In every branch he is making good progress and the car is solid evidence of how well the native labourer has accepted the American system of progressive car assembly, and mastered the idea of high quality production standards.



Drive a Trusty  
**TRIUMPH**  
the Motor that never fails you



# Hongkong Sunday Herald.

號五十九年九月十五日 HONG KONG, SUNDAY, SEPTEMBER 15, 1929. 三十日八月廿一

## "OVERLAND CHINA MAIL"

SEND IT HOME!

THE WEEK'S NEWS  
ILLUSTRATED.

25 cts.

25 cts.

### "FOR HUMANITY" Practitioner in Chinese Medicine

#### BUT HAS NO LICENCE

Lau Kat-po is a quack, but he is very offended if anyone tells him so. He proudly claims that he is a practitioner in Chinese medicine, having graduated in the "school of experience" in Shanghai, whence all the best quacks come from.

Lau is now 46 years of age. Since he was 20, he had been apprenticed to a great master at Shanghai, and being a conscientious man, he did not go into practice for himself until he was convinced that he knew his business from Alpha to Beersheba, and that takes time, even in the study of Chinese medicine. Ten years flew past before Lau completed his course to his own and his master's satisfaction.

Even then Lau did not go into practice but prompted by a desire to allay human suffering which he found all around him, our worthy medico set him off the task of discovering a medicine which would cure all ailments to which humans are liable. He experimented with all sorts of leaves, roots of plants, grass, unicorns, and even insects such as beetles, grasshoppers, etc.

#### Labours Rewarded

At last his labours were rewarded after six years of unremitting research work, and his marvellous "cure-all" was ready to be introduced to suffering humanity. It is a rusty brown mixture which, with the addition of a little clay, or maybe it was cement, he was able to roll into little balls the size of peas.

These pills Lau put in attractive little bottles, and then he went among his fellowmen ministrating to their ails for remuneration sufficient only to get two meals a day and a roof over his head. Yes, an ardent humanitarian is Lau. He practised for a few years in Shanghai and then, for a reason best known to himself, perhaps he wanted to extend to Hong Kong the benefit of his wonderful discovery, he came here.

#### Starts Business Here

Lau chose a pitch for himself in Hollywood-road, near Queen's College, hung up on the wall a length of cloth depicting the anatomy of a man, and started business.

The "Herald" man might be wrong, of course, but the anatomy did not look right, it seemed to have one rib too many. But then, it might have been the anatomy of the original man Adam before Eve was created!

**Very Sound Position**

In support of the petition, Mr. Jenkins said that confirmation was

### WING ON-BANKERS

#### Increase in Scope of Business

#### CAPITAL ENLARGED

#### Resolutions Confirmed by Supreme Court

The Wing On Co., Ltd., whose registered office is at 213, Des Voeux-road Central, which is well-known in Hong Kong and elsewhere, has received official sanction to add "Banking" to its list of business interests.

Instructed by Messrs. Hastings, Dennis & Bowley, Mr. F. C. Jenkins, C.B.E., appeared in the Supreme Court (Miscellaneous Proceedings) yesterday, in support of the petition presented by the Wing On Co. under the provisions of the Companies Ordinance of 1911.

#### The Petition

Inter alia, the facts shown by the petition were as follows: The company incorporated in 1914 has a capital of \$8,000,000, divided into 80,000 shares of \$100 each of these 20,000 have been issued and are fully paid-up. A further 20,000 are to be offered to shareholders in satisfaction of a bonus to be distributed in accordance with resolutions passed by the shareholders.

The company has earned on business with considerable success, the net profits of the last Chinese year (ending February 9, 1929) being \$603,224.59. On July 8 and 24, 1929, extraordinary meetings were held by which banking was added to the memorandum of association. Such was required to enable the company to carry on its business more efficiently and also to carry on certain business which, under the existing circumstances, may conveniently and advantageously be combined with the business of the company.

Extended Connections

The company has accumulated a reserve fund of \$2,000,000 and upwards. The capital was originally \$600,000 and subsequently \$2,000,000. It has large and considerably extended connections and excellent opportunities of doing business.

No debentures have been issued. In the main, the creditors (of the company) are some 4,000 depositors, whose deposits amount to over \$7,000,000. Interest is paid on such deposits at a rate of 3.6 per cent. It is mainly in connection with such deposits that it is desired to extend the objects of the company. The company has ample working capital, and its assets are more than sufficient to pay its debts and make good the whole of its paid-up capital.

**Very Sound Position**

In support of the petition, Mr. Jenkins said that confirmation was

(Continued at foot of next column.)

### LADIES, PLEASE!

#### Under-Weight Causes Fight

#### "THE LAST WORD"

Three Chinese, one a married woman, and the other two market girls, appeared at the Kowloon Magistracy before Mr. T. S. Whyte-Smith, yesterday, for causing a disturbance by fighting in the Mongkok Market.

The woman, having her say first, related that she had bought some fish from the third defendant but he had given her less weight so she gave it back to him. A dispute followed, which ended in a quarrel.

The second defendant tried to pacify them, but the woman insisted on fighting and "having the last word."

Indian P.C. B568, came on the scene to find the second defendant blowing the whistle and hitting the woman in the eye!

His Worship told the woman that if she did not want the fish, she could have easily gone to other fish stalls.

The woman told his Worship that the girls threw dirt and water at her, to which the Magistrate answered that it was "all rubbish."

A six-year-old boy, who had had his tonsils and adenoids removed, was just coming round from the anaesthetic. An stout-hair nurse entered the ward to see how the small patient was progressing, and she was met with the cry, "Hi! Ginger! Gimme me shirt. I want to go home!"

### NO LIGHT

#### Young Cyclist Blames the Wind

A Chinese lad was charged at the Kowloon Police Court yesterday before Mr. T. S. Whyte-Smith for riding his bicycle without a lighted lamp.

Defendant: Oh, the wind just blew it out!

His Worship: Was it a hired bicycle or was it your own?

Defendant: Hired, your Worship.

His Worship: Were you going for a long ride or were riding in circles?

Defendant: I was just taking the air.

His Worship (to constable): Was his wick hot or cold?

Constable: Cold.

His Worship: Fired one dollar.

### GRATITUDE

London hospitals receive many touching gifts in support of their work.

An old age pensioner came to Charing Cross Hospital with a small purse. In it were some medals he had won in swimming contests when a young man.

"They are my most precious possessions," he said, "but I see you are in need of funds and I thought they might be melted down or sold and the proceeds given to the hospital."

**His Last Card**

Still, Lau was not discouraged. He played his last card. He alleged that when he refused to pay the constable five coppers the latter assaulted him so badly that he was now sore all over. He was afraid he was going to get inflammation and die! Lau never thought of swallowing some of his own pills and thus saving himself!

The Inspector did not want to listen to Lau all night, so he told him to reserve his tale for the "Tai Yin" (Magistrate) and heartlessly placed him on the charge sheet!

The impression one gets when listening to Lau was that he missed his real vocation in life; he should have been a story teller! Anyway, the sick, the halt, and the lame will not have the benefit of Lau's ministrations to-night, as he is in custody to await the opening of the Court to-morrow morning. Then, if the Magistrate is as unsympathetic as the Inspector it is going to cost Lau a couple of dollars for hawking without a licence, and if, as he indicated last night, he has no money, he will have to break stones for a few days for a change, before he can again break the grip of rheumatism and what not on his followers, a large number of whom loyally followed Lau as far as the Station gate and there stood gaping for some minutes in sympathetic silence, hoping for the best. Eventually they sorrowfully departed.

#### An Allegation

When this availed him nothing, Lau said that he would tell the Inspector the truth, the whole truth, and nothing but the truth. The constable, he alleged, had been victimising him for a long time, extorting three cents from him each night. Last night the constable became greedy and demanded five coppers. He (Lau) could not afford to pay, and that was why he was arrested.

The Inspector was still unsympathetic.

### A FALSE BOTTOM

#### Revenue Officer's Detection

#### A TALE OF SIXTY TAELS

That the leather case which the defendant carried had a false bottom which was screened on, was the remark made by Revenue Officer T. Tallon at the Kowloon Magistracy yesterday, when, before Mr. T. S. Whyte-Smith, a Chinese was charged with the unlawful possession of 60 taels of raw opium, found in the bag, when the defendant alighted from a train on Friday night, at the Yau Ma Tei Railway Station.

The Magistrate imposed a fine of \$1,800 with the option of seven months' jail, with hard labour, and ordered the confiscation of the case and the opium by the Police.

#### AFTER THE OPERATION

The practice of performing minor operations in the early morning so that the patients can return home late in the same day had an amusing sequel at Charing Cross Hospital.

A six-year-old boy, who had had his tonsils and adenoids removed, was just coming round from the anaesthetic. An stout-hair nurse entered the ward to see how the small patient was progressing, and she was met with the cry, "Hi! Ginger! Gimme me shirt. I want to go home!"

The defendant was fined \$6, with the option of seven days' jail.

#### BROADCASTING

### TRICK CYCLING

#### Not Advocated By Sgt. Kelly

#### "NO CAN CATCHET!"

"An exceedingly bad case, this," said Traffic-Sgt. Kelly to Mr. T. S. Whyte-Smith at the Kowloon Police Court on Saturday morning, when a Chinese lad was charged with riding his bicycle on the wrong side of Laichikok-road, also with doing trick cycling.

The prosecuting officer related to the Magistrate that he was on his motor cycle riding in the direction of the Sham Shui Po Police Station when he saw the defendant on the wrong side of the road coming towards him.

As he passed, the defendant deliberately took both his hands off the handle bars, and proceeded with a few tricks!

Sgt. Kelly pointed out to his Worship that Laichikok-road was divided by little grass-island plots, and that the space on each side was just enough for the traffic.

He also added that the road was infested with these lads on bicycles and that it was hard for the Police to catch them!

The defendant was fined \$6, with the option of seven days' jail.

#### SUGGESTIONS AND CO-OPERATION INVITED

#### COMMITTEE'S FIRST MEETING

The Committee recently created to assist in the improvement of programmes broadcast by wireless in Hong Kong met for the first time, in the Sunnaby Board room, on Thursday. The Committee is composed of the following:—Mr. N. L. Smith, Postmaster-General, Chairman, Mr. L. H. King, the Hon. Mr. W. E. L. Shenton, the Hon. Mr. J. P. Braga, Mr. R. Sutherland, Prof. R. K. M. Simpson, and Messrs. T. E. Pearce, F. Austin, Joseph Gibney, H. Lowcock, Chan Hoong-pak, and B. Wylie.

The following gentlemen were elected as Publicity Sub-Committee:—The Hon. Mr. J. P. Braga, the Hon. Mr. W. E. L. Shenton, and Mr. B. Wylie.

The Committee requests that any suggestions from the public as to the improvement of the Broadcasting programmes be sent for consideration to the Chairman. It is also hoped that for all the best local amateur talent will make itself available for contests, etc. As it is expected that receiving sets will be installed in all hospitals and as many ships laying in harbour will be able to pick up such entertainments, the generosity of the amateur performers of the Colony is confidently relied upon.

#### GARDENING AT 109

To be winning flower show prizes at the ripe old age of 109 is a record of which to be justly proud. It is possessed by a member of a famous Irish family, the Hon. Katherine Plunkett, daughter of the second Lord Plunkett.

Miss Plunkett has a beautiful home in Co. Louth. The gardens are among the prettiest in the country and she directs the work from a window of her room. At a recent agricultural show she had over two dozen exhibits in cut flower and fruit sections and was awarded two cups.

#### KINDLY ROBERT

If there is one London policeman jollier than the others, it is the one who keeps guard over the children near the bathing enclosure at the Serpentine.

"Now then, Goliat," he says to a diminutive urchin, "don't get your clothes wet or your mother'll be after me."

#### SCARCITY OF WATER

"Gardener" writes to a Home paper:

Can anybody tell me why it is that we let ourselves get short of water in times of drought?

Civilisation ought by now to be able to make provision against a rainless day.

Don't we waste water all the year round?

#### UNIQUE BOOKMARK

The bookseller who found in a book a £5 note which apparently some opulent person had been using as a bookmark can by no means claim a unique experience.

What is surely the classic instance of this kind fell to the lot of a London bookseller recently. Glancing through some volumes purchased from a professor he came across the backbone of a herring! The former owner had evidently combined study with breakfast.

#### AUTHOR'S DEATH

New York, Yesterday. The death is announced of George Charles Jenks, author of "Diamond Dick" and "Nick Carter," boys' tales.—Reuters' American Service, January 30, 1930.

#### BASKETS OF LEAVES

An unemployed Chinese was charged before Mr. T. S. Whyte-Smith at the Kowloon Magistracy on Saturday, with trespassing on Government Plantation No. 9B, above Takulung, Kowloon City.

Inspector Phillips mentioned to his Worship that the defendant, when arrested, had with him two baskets full of leaves, but he had actually seen him cutting them.

The defendant in admitting the charge, was fined \$10, with the alternative of 14 days' hard labour.

#### EXPRESSION OF THANKS

Finally, Mr. Perdue expressed his gratitude to the V.R.C. for the use of their bath and rooms, and to all those who had identified themselves in the organisation and arrangements of the afternoon's sports, although not all of them had their names put on the programme. He referred in particular to the efforts of their friend, Mr. H. J. Hunt, the Hon. Secretary, and to Sub-Inspector E. J. Field, who was in charge of the Street Boys' Club and who had been of considerable assistance to them that afternoon. (Applause).

Mrs. P. P. J. Wodehouse then pre-

### AQUATIC SPORTS

#### Police and Prison Departments

#### LIFE SAVING DISPLAY

#### An Event For Members Of Boys' Club

The eighth annual aquatic sports meeting of the Police and Prisons Departments was held at the V.R.C. yesterday afternoon, attended by a large number of competitors and those members of the two Departments who could be spared from duty, and by their wives and children.

In honour of the occasion, there was a liberal display of bunting, while an orchestra, at intervals, discoursed seasonable music.

Amongst those present were the Hon. Mr. T. H. King, acting Captain Superintendent of Police; Mr. C. G